







ENGINEER'S LOG BOOK

VOYAGE # 17

S.S. KENEDEC from Boston towards Bangor

Hours	Engineer in Charge	Pressure of Steam			Vacuum	Grade of Expansion	Revolutions per Minute	Thermometer			Density of Water in Boilers	REMARKS	
		Boilers	Receivers 1st	2nd				The Sea	Engine Room	Feed Water		For'd	Aft
A. M.													
1													
2													
3													
4													
5													
6													
7													
8													
9													
10													
11													
12													
P. M.													
1													
2													
3													
4													
5													
6													
7													
8													
9													
10													
11													
12													

Remained from Bangor

to Kenebec

Maiden voyage as freighter

LEFT, BOSTON 10²⁰ PM

Clear smooth

160 42 7 23

216

Boston

ENGINE STORES at Noon	COAL		ENGINE OIL	VALVE OIL	LAMP OIL	WASTE	INDICATED HORSE POWER	Distance Run in Nautical Miles since Noon Yesterday	Hours in day	
	Tons	Cwts	Gallons	Gallons	Gallons	Lbs.			h	m
Quantity on board	25 1/2		35	5	3	50	H. P. Engine	Thro' the water		
Quantity expended since Noon yesterday							Intermed	By Propeller		
Remaining on board							L. P. Engine	Slip, per cent		
							Total	Speed, per hour		

Chief Engineer E. L. Banta

ENGINEER'S LOG BOOK #1.

S.S. KENEDEC from BOSTON towards BANGOR

Hours	Engineer in Charge	Pressure of Steam			Vacuum	Grade of Expansion	Revolutions per Minute	Thermometer			Density of Water in Boilers		REMARKS
		Boilers	1st	2nd				The Sea	Engine Room	Feed Water	For'd	Aft	
A. M.													11 day of Dec 1938
1													
2													
3													Clear smooth
4		160	45	7	25		110		218				Just Breeze
5		160	45	7	25					216			Moderate W. Day
6													
7													
8							110						
9													
10													
11													MOD. + SMOOTH
12		160	45	7	25		110		220				Boston
P. M.													
1													
2													ARR. ROCKLAND
3													3:55
4		160	45	7	25		110		220				Just Breeze
5		Left Rockland 6:55 P.M.											Day
6		160	45	7	25		110		220				
7													
8													
9													Various bells due
10		160	X	X	X		Y		220				To fog & darkness
11													
12													Boston

ENGINE STORES at Noon	COAL		ENGINE OIL	VALVE OIL	LAMP OIL	WASTE	INDICATED HORSE POWER	Distance Run in Nautical Miles since Noon Yesterday	Hours in Day
	Tons	Cwts.	Gallons	Gallons	Gallons	Lbs.			
Quantity on board,							H. P. Engine	Thro' the water	Draught for'd
Quantity expended since Noon yesterday,							Intermed.	By Propeller	" aft
Remaining on board,							L. P. Engine	Slip, per cent	Days out
							Total	Speed, per hour	Distance run
									" to go

Chief Engineer.

E. L. Boster

ENGINEER'S LOG BOOK #1.

S.S. KENEDEC from Boston towards Bangor

Hours	Engineer in Charge	Pressure of Steam			Vacuum	Grade of Expansion	Revolutions per Minute	Thermometer			Density of Water in Boilers		REMARKS
		Boilers	1st	2nd				The Sea	Engine Room	Feed Water	For'd	Aft	
A. M.													12 day of Dec 1938
1													
2													A. R. R. BANGOR
3													1-5
4		150	X	X	X		X			220			Verge
5		Leaving Bangor 6:55								11	7:18		
6													
7		Bangor to Boston											#1.
8													
9		STOPPED. WINTER PORT.											
10													
11													SNOW.
12		150	X	X	24		X						Boston
P. M.													
1													Snow
2													
3													
4		150	X	X	24		X			218			Verge
5													
6		150	X	X	18		X			216			Clear
7													
8													
9													Clear
10		155	X	X	18		X			215			Loading at Winter port
11													
12													Boston

ENGINE STORES at Noon	COAL		ENGINE OIL	VALVE OIL	LAMP OIL	WASTE	INDICATED HORSE POWER	Distance Run in Nautical Miles since Noon Yesterday	Hours in day
	Tons	Cwts.	Gallons	Gallons	Gallons	Lbs.			
Quantity on board,							H. P. Engine	Thro' the water	Draught for'd
Quantity expended since Noon yesterday							Intermed.	By Propeller	" aft
Remaining on board,							L. P. Engine	Slip, per cent	Days out
							Total	Speed, per hour	Distance run
									" to go

Chief Engineer.

E. L. Boster

ENGINEER'S LOG BOOK #1.

S.S. KENEBC from BANGOR towards BOSTON

Hours	Engineer in Charge	Pressure of Steam			Vacuum	Grade of Expansion	Revolutions per Minute	Thermometer			Density of Water in Boilers		REMARKS
		Boilers	1st	2nd				The Sea	Engine Room	Feed Water	For'd	Aft	
A. M.													13 day of Dec 1938
1													
2													
3													Clear
4		150	X	X	18		X			215			Verge
5		Left Bangor 6:10 A.M.											
6		X 6.30 X 6.35 L 6.36 X 6.36 L X 6.37 X 6.38 (Arr Bucksport 6.54)											
7		X 6.38 L 6.40 X 6.42 L 6.45 X 6.54											
8		150	X	X	25		X						Day
9													LV. BUCKSPORT 8:10
10		165	40	5	24		110			220			
11													ARR. ROCKLAND 11:50
12													Boston
P. M.													
1													LV. ROCKLAND 2:45
2													
3		165	40	5	24		110			220			
4													Verge
5		165	40	5	24		110			220			
6													Moderate, clear.
7													
8													Day
9													
10		165	40	5	24		110			218			S.W. wind strong
11													
12													Boston

ENGINE STORES at Noon	COAL		ENGINE OIL	VALVE OIL	LAMP OIL	WASTE	INDICATED HORSE POWER	Distance Run in Nautical Miles since Noon Yesterday	Hours in Day
	Tons	Cwts.	Gallons	Gallons	Gallons	Lbs.			
Quantity on board,							H. P. Engine	Thro' the water	Draught for'd
Quantity expended since Noon yesterday,							Intermed	By Propeller	" aft
Remaining on board,							L. P. Engine	Slip, per cent	Days out
							Total	Speed, per hour	Distance run
								" to go	" to go

Chief Engineer

E. L. Barten

ENGINEER'S LOG BOOK #1.

S.S. KENEBC from BANGOR towards BOSTON

Hours	Engineer in Charge	Pressure of Steam			Vacuum	Grade of Expansion	Revolutions per Minute	Thermometer			Density of Water in Boilers		REMARKS
		Boilers	1st	2nd				The Sea	Engine Room	Feed Water	For'd	Aft	
A. M.													14 day of Dec 1938
1													
2													
3													Strong wind
4		160	40	5	24		110			218			Verge
5													
6		160	40	5	24		110			218			Fresh breeze, ahead.
7													
8													Day
9													X 8:10
10													Arr Gloucester 8:37 AM
11													
12													
P. M.													
1													Took 6 tons of coal.
2													LV Gloucester 12:30 PM
3													Arr Boston X 3:35 PM
4		165	45	5	24		110			218			Verge
5													Took coal at Whites
6													Arr at Comm Wharf 7:10
7		Coal dock various bells.											
8													Day
9													
10													
11													
12													

ENGINE STORES at Noon	COAL		ENGINE OIL	VALVE OIL	LAMP OIL	WASTE	INDICATED HORSE POWER	Distance Run in Nautical Miles since Noon Yesterday	Hours in day
	Tons	Cwts	Gallons	Gallons	Gallons	Lbs.			
Quantity on board	28	863					H. P. Engine	Thro' the water	Draught for'd
Quantity expended since Noon yesterday							Intermed	By Propeller	" aft
Remaining on board							L. P. Engine	Slip, per cent	Days out
							Total	Speed, per hour	Distance run
								" to go	" to go

Chief Engineer

E. L. Barten

ENGINEER'S LOG BOOK

2

S.S. KENNEDY from BOSTON towards BANGOR

Hours	Engineer in Charge	Pressure of Steam		Vacuum	Grade of Expansion	Revolutions per Minute	Thermometer			Density of Water in Boilers		REMARKS	
		Boilers	Receivers				The Sea	Engine Room	Feed Water	Density of Water in Boilers			
			1st							2nd	For'd		Aft
A. M.												15 day of Dec 1908 State of the Weather and Sea to be noted each day.	
1													
2													
3													
4													
5													
6													
7													
8													
9													
10													
11													
12													
P. M.													
1													
2													
3													
4													
5													
6													
7													
8													
9													
10													
11													
12													

ENGINE STORES at Noon	COAL		ENGINE OIL	VALVE OIL	LAMP OIL	WASTE	INDICATED HORSE POWER	Distance Run in Nautical Miles since Noon Yesterday	Hours in Day
	Tons	Cwts.	Gallons	Gallons	Gallons	Lbs.			
Quantity on board,	28	183					H. P. Engine	Thro' the water	Draught for'd
Quantity expended since Noon yesterday,							Intermed.	By Propeller	" aft
Remaining on board,							L. P. Engine	Slip, per cent.	Days out
							Total	Speed, per hour	Distance run
								" to go	" to go

Chief Engineer

E. L. Barton

ENGINEER'S LOG BOOK

2

S.S. KENNEDY from Boston towards Bangor

Hours	Engineer in Charge	Pressure of Steam		Vacuum	Grade of Expansion	Revolutions per Minute	Thermometer			Density of Water in Boilers		REMARKS	
		Boilers	Receivers				The Sea	Engine Room	Feed Water	Density of Water in Boilers			
			1st							2nd	For'd		Aft
16 day of Dec 1908													
State of the Weather and Sea to be noted each day.													
A. M.													
1												Left Boston 12-20	
2													
3												Clear & smooth	
4		160	45	6	25	110			218			Vege	
5													
6		165	45	6	25	110			220			Clear and calm.	
7													
8												Day	
9													
10												Clear & calm	
11													
12		165	45	6	26.5	113			220			Boston	
P. M.													
1													
2													
3												Clear & calm	
4		165	45	6	27	113			220			Vege	
5													
6												Arr. Rockland 4:16 PM	
7												Leave Rockland 6:55 PM	
8													
9		165	40	4	26	90			220			anchored at Fort Point	
10												10:30	
11													
12												Boston	

ENGINE STORES at Noon	COAL		ENGINE OIL	VALVE OIL	LAMP OIL	WASTE	INDICATED HORSE POWER	Distance Run in Nautical Miles since Noon Yesterday	Hours in day
	Tons	Cwts.	Gallons	Gallons	Gallons	Lbs.			
Quantity on board	28						H. P. Engine	Thro' the water	Draught for'd
Quantity expended since Noon yesterday	10						Intermed.	By Propeller	" aft
Remaining on board	18						L. P. Engine	Slip, per cent.	Days out
							Total	Speed, per hour	Distance run
								" to go	" to go

Chief Engineer

E. L. Barton

ENGINEER'S LOG BOOK #2

S.S. HENNEBEC from BOSTON towards BANGOR

Hours	Engineer in Charge	Pressure of Steam			Grade of Expansion	Revolutions per Minute	Thermometer			Density of Water in Boilers		REMARKS
		Boilers	1st	2nd	Vacuum		The Sea	Engine Room	Feed Water	For'd	Aft	
A. M.												
1												
2												
3												
4		165	40	4	26	110			220			Underway 3:58 AM.
5												Verge
6		165	40	4	26	110			220			Various bells. I ce. Arr. Bangor 4:16:30
7												
8												Day
9												
10												
11												Leaving Bangor 11-56
12												Boston
P. M.												
1		165	40	4	26	110			220			Arrived Bangor 12-55
2												
3												
4												Verge
5												
6		X	X	X	X	X			X			Loading at Bangor
7												
8												
9												
10												Finished loading 11:30
11												SAILING TIME SET 5 AM.
12												Boston

ENGINE STORES at Noon	COAL		ENGINE OIL	VALVE OIL	LAMP OIL	WASTE	INDICATED HORSE POWER	Distance Run in Nautical Miles since Noon Yesterday	Hours in Day
	Tons	Cwts.	Gallons	Gallons	Gallons	Lbs.			
Quantity on board,							H. P. Engine	Thro' the water	Draught for'd
Quantity expended since Noon yesterday,							Intermed	By Propeller	" aft
Remaining on board,							L. P. Engine	Slip, per cent	Days out
							Total	Speed, per hour	Distance run
								" to go	

Chief Engineer. E. J. Boston

ENGINEER'S LOG BOOK #2

S.S. HENNEBEC from WINTER PORT towards BOSTON

Hours	Engineer in Charge	Pressure of Steam			Grade of Expansion	Revolutions per Minute	Thermometer			Density of Water in Boilers		REMARKS
		Boilers	1st	2nd	Vacuum		The Sea	Engine Room	Feed Water	For'd	Aft	
A. M.												
1												
2												
3												
4		X	X	X	X	X			X			Waiting to sail
5												Verge
6		160	35	4	22				220			Foggy. Various bells
7												Leaving Winterport 6:50 AM.
8												
9												Day
10		160	35	4	24	105			220			ARR. ROCKLAND 11:15
11												
12												Boston
P. M.												
1												Leaving Rockland 12-47
2												
3												
4		160	35	4	25	105			220			Verge
5												
6		160	35	4	25	105			220			N.E. breeze Overcast
7												
8												Day
9												
10		160	35	4	26	105			220			N.E. WIND, STRONG
11												
12												Boston

ENGINE STORES at Noon	COAL		ENGINE OIL	VALVE OIL	LAMP OIL	WASTE	INDICATED HORSE POWER	Distance Run in Nautical Miles since Noon Yesterday	Hours in day
	Tons	Cwts.	Gallons	Gallons	Gallons	Lbs.			
Quantity on board							H. P. Engine	Thro' the water	Draught for'd
Quantity expended since Noon yesterday							Intermed	By Propeller	" aft
Remaining on board							L. P. Engine	Slip, per cent	Days out
							Total	Speed, per hour	Distance run
								" to go	

Chief Engineer.

ENGINEER'S LOG BOOK #2

S.S. KENNEDY from WINTERPORT towards BOSTON

Hours	Engineer in Charge	Pressure of Steam			Grade of Expansion	Revolutions per Minute	Thermometer			Density of Water in Boilers		REMARKS
		Boilers	1st	2nd	Vacuum		The Sea	Engine Room	Feed Water	For'd	Aft	
A. M.												
1												
2												
3												
4		160	35	5	26	105			220			Wind strong Verge
5												
6												Coal dock Arr Boston x 4.50 x 5.05
7												
8												Day
9												
10												
11												
12												
P. M.												
1												
2												
3												
4												
5												
6												
7												
8												
9												
10												
11												
12												

ENGINE STORES at Noon	COAL		ENGINE OIL	VALVE OIL	LAMP OIL	WASTE	INDICATED HORSE POWER	Distance Run in Nautical Miles since Noon Yesterday	Hours in Day	
	Tons	Cwts.	Gallons	Gallons	Gallons	Lbs.			h	m
Quantity on board,	27.	978					H. P. Engine	Thro' the water	Draught for'd	
Quantity expended since Noon yesterday,							Intermed	By Propeller	" aft	
Remaining on board,							L. P. Engine	Slip, per cent	Days out	
							Total	Speed, per hour	" to go	

Chief Engineer E. L. Porter

ENGINEER'S LOG BOOK #3

S.S. KENNEDY from WINTERPORT towards BOSTON

Hours	Engineer in Charge	Pressure of Steam			Grade of Expansion	Revolutions per Minute	Thermometer			Density of Water in Boilers		REMARKS
		Boilers	1st	2nd	Vacuum		The Sea	Engine Room	Feed Water	For'd	Aft	
A. M.												
1												
2												
3												
4		160	35	4	26	105			220			Leaving Boston 3-17 Verge
5												
6												Anchored Beverly 6-15
7												
8												Day
9												
10												
11												
12												
P. M.												
1												
2												Leaving Boston 3-15
3												
4												
5												
6												Anchored Beverly 6-15
7												
8												
9												At Anchor
10												
11												Boston
12												

ENGINE STORES at Noon	COAL		ENGINE OIL	VALVE OIL	LAMP OIL	WASTE	INDICATED HORSE POWER	Distance Run in Nautical Miles since Noon Yesterday	Hours in day	
	Tons	Cwts	Gallons	Gallons	Gallons	Lbs.			h	m
Quantity on board,	27.	978					H. P. Engine	Thro' the water	Draught for'd	
Quantity expended since Noon yesterday,							Intermed	By Propeller	" aft	
Remaining on board,							L. P. Engine	Slip, per cent	Days out	
							Total	Speed, per hour	" to go	

Chief Engineer E. L. Porter

ENGINEER'S LOG BOOK

S.S. KENNEBEC from BOSTON towards BANGOR

#3

Hours	Engineer in Charge	Pressure of Steam			Vacuum	Grade of Expansion	Revolutions per Minute	Thermometer			Density of Water in Boilers		REMARKS
		Boilers	1st	2nd				The Sea	Engine Room	Feed Water	For'd	Aft	
A. M.													21 day of Dec 1938
1													
2													Laying at anchor.
3													Verge
4													
5													
6													Getting underway 6:40
7													Arr Beverly 7:25
8													Day
9													
10													Left Beverly 11:30
11													Boston
12													
P. M.													
1													
2													
3													Clear & smooth
4		160	33	3	24		105			220			Verge
5													
6		160	33	3	24		105			220			Moderate breeze
7													
8													Day
9													
10		160	34	4	24		106			220			N. E. STRONG
11													
12													Boston

ENGINE STORES at Noon	COAL		ENGINE OIL	VALVE OIL	LAMP OIL	WASTE	INDICATED HORSE POWER	Distance Run in Nautical Miles since Noon Yesterday	Hours in Day	
	Tons	Cwts.	Gallons	Gallons	Gallons	Lbs.			h	m
Quantity on board, -	18						H. P. Engine	Thro' the water	Draught for'd	
Quantity expended since Noon yesterday, -							Intermed	By Propeller	" aft	
Remaining on board, -							L. P. Engine	Slip, per cent	Days out	
							Total	Speed, per hour	" to go	

Chief Engineer

Boster

ENGINEER'S LOG BOOK

S.S. KENNEBEC from BOSTON towards BANGOR

Hours	Engineer in Charge	Pressure of Steam			Vacuum	Grade of Expansion	Revolutions per Minute	Thermometer			Density of Water in Boilers		REMARKS
		Boilers	1st	2nd				The Sea	Engine Room	Feed Water	For'd	Aft	
A. M.													22 day of Dec 1938
1													
2		160	33	4	24		105			220			Darkness & snow
3													3-17
4													Verge
5													
6													Underway 6:10 A.M.
7													Docked Rockland 7:55 A.M.
8													Day
9													
10													Left Rockland 11:55
11													plugged 2 Tubes in Boilers.
12													Boston
P. M.													
1													
2													
3													Strong wind
4		165	40	4	25		110			220			Verge
5													
6													Arr Bucksport 4:22 P.M. 4:47
7													
8													Day
9													
10													Loading cargo Bucksport
11													
12													Boston

ENGINE STORES at Noon	COAL		ENGINE OIL	VALVE OIL	LAMP OIL	WASTE	INDICATED HORSE POWER	Distance Run in Nautical Miles since Noon Yesterday	Hours in day	
	Tons	Cwts.	Gallons	Gallons	Gallons	Lbs.			h	m
Quantity on board							H. P. Engine	Thro' the water	Draught for'd	
Quantity expended since yesterday							Intermed	By Propeller	" aft	
Remaining on board							L. P. Engine	Slip, per cent	Days out	
							Total	Speed, per hour	" to go	

Chief Engineer

E. J. Boster

ENGINEER'S LOG BOOK #3

S.S. *Humbie* from *Boston* towards *Bangor*

S. S. / HONOLULU												REMARKS	
Hours	Engineer in Charge	Pressure of Steam		Vacuum	Grade of Expansion	Revolutions per Minute	Thermometer			Density of Water in Boilers		State of the Weather and Sea to be noted each day.	
		Boilers	Receivers				The Sea	Engine Room	Feed Water	For'd	Aft		
			1st										2nd
A. M.													
1													
2													
3													
4													
5													
6												Leaving Bucksport 6:35	
7													
8													
9												arr Bangor 8:45	
10													
11													
12												Boston	
P. M.													
1													
2													
3													
4													
5													
6													
7													
8													
9													
10												Coast guard boat broken finished cargo 10.	
11													
12												Boston	

ENGINE STORES at Noon	COAL		ENGINE OIL	VALVE OIL	LAMP OIL	WASTE	INDICATED HORSE POWER	Distance Run in Nautical Miles since Noon Yesterday	Hours in Day	
	Tons	Cwts.	Gallons	Gallons	Gallons	Lbs.			h	m
Quantity on board,							H. P. Engine	Thro' the water	Draught for'd	
Quantity expended since Noon yesterday,							Intermed	By Propeller	" aft	
Remaining on board,							L. P. Engine	Slip, per cent	Days out	
							Total	Speed, per hour	Distance run	
									" to go	

Chief Engineer *E. J. Borden*

ENGINEER'S LOG BOOK

S.S. *KENNERBEC* from *Bangor* towards *Boston*

Hours	Engineer in Charge	Pressure of Steam		Vacuum	Grade of Expansion	Revolutions per Minute	Thermometer			Density of Water in Boilers		REMARKS 24 day of Dec 19. 38	
		Boilers	Receivers				The Sea	Engine Room	Feed Water	Density of Water in Boilers			
			1st							2nd	For'd		Aft
A. M.													
1													
2													
3													
4													
5													
6												Leaving Bangor 7:15.	
7													
8												Day.	
9													
10												Arr Bucksport. 10:25	
11													
12												Batter	
P. M.												Took 5 tons of coal.	
1												Leaving Bucksport 2-5	
2												Arr Bucksport 3-30	
3												Thick snow	
4												Wedge	
5													
6												Laying at anchor.	
7													
8													
9												Laying at anchor off	
10												Bucksport. thick snow	
11													
12												Batter	

ENGINE STORES at Noon	COAL		ENGINE OIL	VALVE OIL	LAMP OIL	WASTE	INDICATED HORSE POWER	Distance Run in Nautical Miles since Noon Yesterday	Hours in day	
	Tons	Cwts	Gallons	Gallons	Gallons	Lbs.			h	m
Quantity on board							H. P. Engine	Thro' the water	Draught for'd	
Quantity expended since Noon yesterday							Intermed	By Propeller	" aft	
Remaining on board							L. P. Engine	Slip, per cent	Days out	
							Total	Speed, per hour	Distance run	
									" to go	

Chief Engineer *Borden*

ENGINEER'S LOG BOOK

S.S. KENNEBEC from Bangor towards BOSTON

#3

Hours	Engineer in Charge	Pressure of Steam			Grade of Expansion	Revolutions per Minute	Thermometer			Density of Water in Boilers		REMARKS
		Boilers	Receivers 1st 2nd	Vacuum			The Sea	Engine Room	Feed Water	For'd	Aft	
A. M.												25 day of Dec 1938
1												Thick snow.
2												Laying at anchor off Bangor
3												Verge
4												Anchored. Snow.
5												
6												
7												
8												Day
9												Setting anchor 8.00
10		165	35 4	26.5		107			220			under way 8.05
11												Thick snow.
12												Boston
P. M.												1235 FIRE DRILL.
1												1237 SECURE FIRE DRILL
2												1238 BOAT DRILL
3												1242 ALL SECURE.
4		165	35 4	26.5		107			220			Verge
5												
6		165	35 4	27		107			220			Clear Moderate breeze
7												
8												Day
9												Clear wind N. W & W.
10		170	38 5	27		110			220			
11												
12												Boston

ENGINE STORES at Noon	COAL		ENGINE OIL	VALVE OIL	LAMP OIL	WASTE	INDICATED HORSE POWER	Distance Run in Nautical Miles since Noon Yesterday	Hours in Day
	Tons	Cwts.	Gallons	Gallons	Gallons	Lbs.			
Quantity on board,							H. P. Engine	Thro' the water	Draught for'd
Quantity expended since Noon yesterday,							Intermed.	By Propeller	" aft
Remaining on board,							L. P. Engine	Slip, per cent	Days out
							Total	Speed, per hour	Distance run
								" to go	" to go

Chief Engineer

C. J. Boster

ENGINEER'S LOG BOOK

S.S. KENNEBEC from Bangor towards Boston

#3

Hours	Engineer in Charge	Pressure of Steam			Grade of Expansion	Revolutions per Minute	Thermometer			Density of Water in Boilers		REMARKS
		Boilers	Receivers 1st 2nd	Vacuum			The Sea	Engine Room	Feed Water	For'd	Aft	
A. M.												26 day of Dec 1938
1												
2												Stopped 3-17
3		170	38 5	27		110			220			Docked Whites coal dock 3-45
4												Verge
5												
6												Leaving coal dock 6:30
7												Docking Comm. Wharf 7:10
8												
9												
10												
11												
12												
P. M.												
1												Leaving Commercial dock 2-3
2												Docked Whites coal dock 3-55
3												Adjusting Compass Verge
4												
5												Dec 26
6		165	38 5	27		110			220			BOSTON, & NEW YORK, #4
7												Left Coal Dock 5:30
8												Overcast and Moderate Day
9												off Cape Cod canal 11:30
10		170	35 3	27		105			220			waiting for slack water
11												
12												Boston

ENGINE STORES at Noon	COAL		ENGINE OIL	VALVE OIL	LAMP OIL	WASTE	INDICATED HORSE POWER	Distance Run in Nautical Miles since Noon Yesterday	Hours in day
	Tons	Cwts	Gallons	Gallons	Gallons	Lbs.			
Quantity on board	51.964						H. P. Engine	Thro' the water	Draught for'd
Quantity expended since Noon yesterday							Intermed.	By Propeller	" aft
Remaining on board							L. P. Engine	Slip, per cent	Days out
							Total	Speed, per hour	Distance run
								" to go	" to go

Chief Engineer

Boster

ENGINEER'S LOG BOOK

S.S. KENNEDY from BOSTON towards NEW YORK

Hours	Engineer in Charge	Pressure of Steam			Grade of Expansion	Revolutions per Minute	Thermometer			Density of Water in Boilers		REMARKS
		Boilers	Receivers 1st	2nd	Vacuum		The Sea	Engine Room	Feed Water	For'd	Aft	
A. M.												27 day of Dec 19 38
1												Darkness & rain various bells
2												Urges
3												Entered Cannal 6:30
4												Various bells
5												Fresh Easterly breeze. Rainy.
6		165	20	-	26				220			Day
7												anchored. Wings nick 8:15
8												Clearing & painting
9												at anchor
10												Thick fog
11												Left Wings nick. 12-35
12												Strong breeze
P. M.												Urges
1												
2												
3												
4		165	38	4	27				220			
5												
6		165	38	4	27				220			Fresh head wind
7												
8												Day
9												
10		170	30	8	27				220			Strong N.W. WIND
11												
12												Boston

ENGINE STORES at Noon	COAL		ENGINE OIL	VALVE OIL	LAMP OIL	WASTE	INDICATED HORSE POWER	Distance Run in Nautical Miles since Noon Yesterday	Hours in Day
	Tons	Cwts.	Gallons	Gallons	Gallons	Lbs.			
Quantity on board,							H. P. Engine	Thro' the water	Draught for'd
Quantity expended since Noon yesterday,							Intermed	By Propeller	" aft
Remaining on board,							L. P. Engine	Slip, per cent	Days out
							Total	Speed, per hour	Distance run
								" to go	" to go

Chief Engineer

E. J. Boston

ENGINEER'S LOG BOOK

S.S. KENNEDY from Boston towards NEW YORK

Hours	Engineer in Charge	Pressure of Steam			Grade of Expansion	Revolutions per Minute	Thermometer			Density of Water in Boilers		REMARKS
		Boilers	Receivers 1st	2nd	Vacuum		The Sea	Engine Room	Feed Water	For'd	Aft	
A. M.												28 day of Dec 19 38
1												
2												
3												Strong wind
4		170	50	8	27				220			Urges
5												
6		170	50	8	27				220			Strong head wind.
7												Clear and freezing
8												Day
9												
10		170	50	8	26				220			Strong wind and rough
11												Boston
12												
P. M.												
1												
2		170	50	8	26				220			Anchored City Island 2-35
3												
4												Urges
5												
6												Anchored all watch
7												
8												
9												
10												waiting for slack
11												water in the morning
12												Anchored at City Island
												Boston

ENGINE STORES at Noon	COAL		ENGINE OIL	VALVE OIL	LAMP OIL	WASTE	INDICATED HORSE POWER	Distance Run in Nautical Miles since Noon Yesterday	Hours in day
	Tons	Cwts	Gallons	Gallons	Gallons	Lbs.			
Quantity on board							H. P. Engine	Thro' the water	Draught for'd
Quantity expended since Noon yesterday							Intermed	By Propeller	" aft
Remaining on board							L. P. Engine	Slip, per cent	Days out
							Total	Speed, per hour	Distance run
								" to go	" to go

Chief Engineer

E. J. Boston

ENGINEER'S LOG BOOK

S.S. KENNEDY from BOSTON towards NEW YORK

Hours	Engineer in Charge	Pressure of Steam		Vacuum	Grade of Expansion	Revolutions per Minute	Thermometer			Density of Water in Boilers		REMARKS
		Boilers	Receivers 1st 2nd				The Sea	Engine Room	Feed Water	For'd	Aft	
A. M.												29 day of Dec 1938
1												Leaving anchor 7:00 Going through East River Day
2												
3												
4												
5												
6												
7												
8												
9												Docked at Pier 11 Brooklyn at 8:25 Batter
10												
11												
12												
P. M.												
1												Leaving Pier 11 Brooklyn 3:10 Verge
2												
3												
4												
5												Arr. Carteret N.J. 5:10 Day
6												
7												
8												
9												Laying at dock Painting Eng room Batter
10												
11												
12												

ENGINE STORES at Noon	COAL		ENGINE OIL	VALVE OIL	LAMP OIL	WASTE	INDICATED HORSE POWER	Distance Run in Nautical Miles since Noon Yesterday	Hours in Day
	Tons	Cwts.	Gallons	Gallons	Gallons	Lbs.			
Quantity on board,							H. P. Engine	Thro' the water	Draught for'd
Quantity expended since Noon yesterday,							Intermed	By Propeller	" aft
Remaining on board,							L. P. Engine	Slip, per cent	Days out
							Total	Speed, per hour	Distance run
								" to go	" to go

Chief Engineer

Batter

ENGINEER'S LOG BOOK

S.S. KENNEDY from NEW YORK towards BOSTON

Hours	Engineer in Charge	Pressure of Steam		Vacuum	Grade of Expansion	Revolutions per Minute	Thermometer			Density of Water in Boilers		REMARKS
		Boilers	Receivers 1st 2nd				The Sea	Engine Room	Feed Water	For'd	Aft	
A. M.												30 day of Dec 1938
1												Docked 56 St N. 4. 3:55 Uge Laying at dock Day
2												
3												
4												
5												
6												
7												
8												
9												Left Carteret 11:30 Batter
10												
11												
12												
P. M.												
1												Arr 56th St N. 4. 3:55
2												
3												
4												
5												Laying at dock
6												
7												
8												
9												Laying at dock Batter
10												
11												
12												

ENGINE STORES at Noon	COAL		ENGINE OIL	VALVE OIL	LAMP OIL	WASTE	INDICATED HORSE POWER	Distance Run in Nautical Miles since Noon Yesterday	Hours in day
	Tons	Cwts	Gallons	Gallons	Gallons	Lbs.			
Quantity on board	25						H. P. Engine	Thro' the water	Draught for'd
Quantity expended since Noon yesterday							Intermed	By Propeller	" aft
Remaining on board	30						L. P. Engine	Slip, per cent	Days out
							Total	Speed, per hour	Distance run
								" to go	" to go

Chief Engineer

E. L. Batter

ENGINEER'S LOG BOOK

S.S. KENNEDIC from NEW YORK towards BOSTON

Hours	Engineer in Charge	Pressure of Steam			Grade of Expansion	Revolutions per Minute	Thermometer			Density of Water in Boilers		REMARKS
		Boilers	1st	2nd			The Sea	Engine Room	Feed Water	For'd	Aft	

A. M.

1

2

3

4

5

6

7

8

9

10

11

12

P. M.

1

2

3

4

5

6

7

8

9

10

11

12

ENGINE STORES
at Noon

COAL

Tons

Cwts.

ENGINE OIL

Gallons

VALVE OIL

Gallons

LAMP OIL

Gallons

WASTE

Lbs.

INDICATED
HORSE POWERDistance Run in
Nautical Miles
since Noon
Yesterday

Hours in Day

h m

Quantity on board,

Quantity expended since
Noon yesterday,

Remaining on board,

H. P. Engine

Thro' the water

Draught for'd

Intermed

By Propeller

" aft

L. P. Engine

Slip, per cent

Days out

Total

Speed, per hour

Distance run

" to go

Chief Engineer. Barton

ENGINEER'S LOG BOOK

S.S. Kennedie from New York towards Boston

Hours	Engineer in Charge	Pressure of Steam			Grade of Expansion	Revolutions per Minute	Thermometer			Density of Water in Boilers		REMARKS
		Boilers	1st	2nd			The Sea	Engine Room	Feed Water	For'd	Aft	

A. M.

1

2

3

4

5

6

7

8

9

10

11

12

P. M.

1

2

3

4

5

6

7

8

9

10

11

12

ENGINE STORES
at Noon

COAL

Tons

Cwts

ENGINE OIL

Gallons

VALVE OIL

Gallons

LAMP OIL

Gallons

WASTE

Lbs.

INDICATED
HORSE POWERDistance Run in
Nautical Miles
since Noon
Yesterday

Hours in day

h m

Quantity on board

Quantity expended since
Noon yesterday

Remaining on board

H. P. Engine

Thro' the water

Draught for'd

Intermed

By Propeller

" aft

L. P. Engine

Slip, per cent

Days out

Total

Speed, per hour

Distance run

" to go

Chief Engineer.

ENGINEER'S LOG BOOK

S.S. _____ from _____ towards _____

Hours	Engineer in Charge	Pressure of Steam			Grade of Expansion	Revolutions per Minute	Thermometer			Density of Water in Boilers	REMARKS	
		Boilers	Receivers 1st	2nd	Vacuum		The Sea	Engine Room	Feed Water		For'd	Aft
A. M.											2 day of Jan. 1939	
1											Laying at Edison Plant Weymouth.	
2												
3												
4												
5												
6											Left Weymouth 7:10	
7											Arr Bradleys Plant 7:45	
8											Day	
9												
10											At Dock	
11												
12												
P. M.												
1												
2												
3											Laying at Bradleys Plant	
4											Verge	
5												
6											At Dock	
7												
8												
9												
10												
11											At Dock	
12												

ENGINE STORES at Noon	COAL		ENGINE OIL	VALVE OIL	LAMP OIL	WASTE	INDICATED HORSE POWER	Distance Run in Nautical Miles since Noon Yesterday	Hours in Day	
	Tons	Cwts.	Gallons	Gallons	Gallons	Lbs.			h	m
Quantity on board, -							H. P. Engine	Thro' the water	Draught for'd	
Quantity expended since Noon yesterday, -							Intermed.	By Propeller	" aft	
Remaining on board, -							L. P. Engine	Slip, per cent	Days out	
							Total	Speed, per hour	" to go	

Chief Engineer.

ENGINEER'S LOG BOOK

S.S. _____ from _____ towards _____

Hours	Engineer in Charge	Pressure of Steam			Grade of Expansion	Revolutions per Minute	Thermometer			Density of Water in Boilers	REMARKS	
		Boilers	Receivers 1st	2nd	Vacuum		The Sea	Engine Room	Feed Water		For'd	Aft
A. M.											3 day of Jan 1939	
1												
2												
3											At Dock	
4											Verge	
5												
6											At Dock	
7												
8											Day	
9												
10											Unloading	
11												
12											Finished unloading	
P. M.												
1												
2												
3												
4											Verge	
5											Leaving Weymouth 4:15	
6											Arr Coal Dock 5:45	
7											Tied up for night	
8											Day	
9												
10											Laying at Coal Dock	
11												
12												

ENGINE STORES at Noon	COAL		ENGINE OIL	VALVE OIL	LAMP OIL	WASTE	INDICATED HORSE POWER	Distance Run in Nautical Miles since Noon Yesterday	Hours in day	
	Tons	Cwts	Gallons	Gallons	Gallons	Lbs.			h	m
Quantity on board							H. P. Engine	Thro' the water	Draught for'd	
Quantity expended since Noon yesterday							Intermed.	By Propeller	" aft	
Remaining on board							L. P. Engine	Slip, per cent	Days out	
							Total	Speed, per hour	" to go	

Chief Engineer.

ENGINEER'S LOG BOOK ⁴⁴⁻⁴⁵

S.S. *Kennebec* from towards

Hours	Engineer in Charge	Pressure of Steam			Vacuum	Grade of Expansion	Revolutions per Minute	Thermometer			Density of Water in Boilers		REMARKS
		Boilers	1st	2nd				The Sea	Engine Room	Feed Water	For'd	Aft	
A. M.													
1													
2													
3													
4													
5													
6													
7													
8													
9													
10													
11													
12													
P. M.													
1													
2													
3													
4		165	30	2	25.5					220			
5													
6		165	30	2	27					220			
7													
8													
9													
10													
11		165	30	3	26					220			
12													

ENGINE STORES at Noon	COAL		ENGINE OIL	VALVE OIL	LAMP OIL	WASTE	INDICATED HORSE POWER	Distance Run in Nautical Miles since Noon Yesterday	Hours in Day	
	Tons	Cwts.	Gallons	Gallons	Gallons	Lbs.			h	m
Quantity on board,	50026						H. P. Engine	Thro' the water	Draught for'd	
Quantity expended since Noon yesterday,							Intermed	By Propeller	" aft	
Remaining on board,	11555						L. P. Engine	Slip, per cent	Days out	
							Total	Speed, per hour	" to go	

Chief Engineer *E. L. Barton*

ENGINEER'S LOG BOOK ⁴⁵

S.S. *Kennebec* from *Boston* towards *WINTERPORT*

Hours	Engineer in Charge	Pressure of Steam			Vacuum	Grade of Expansion	Revolutions per Minute	Thermometer			Density of Water in Boilers		REMARKS
		Boilers	1st	2nd				The Sea	Engine Room	Feed Water	For'd	Aft	
A. M.													
1													
2													
3													
4		165	30	3	26					220			
5													
6		165	30	3	26					220			
7													
8													
9													
10													
11													
12		170	50	5	28					220			
P. M.													
1													
2													
3		165	30	4	26					220			
4													
5													
6													
7													
8													
9													
10													
11													
12													

ENGINE STORES at Noon	COAL		ENGINE OIL	VALVE OIL	LAMP OIL	WASTE	INDICATED HORSE POWER	Distance Run in Nautical Miles since Noon Yesterday	Hours in day	
	Tons	Cwts	Gallons	Gallons	Gallons	Lbs.			h	m
Quantity on board							H. P. Engine	Thro' the water	Draught for'd	
Quantity expended since Noon yesterday							Intermed	By Propeller	" aft	
Remaining on board							L. P. Engine	Slip, per cent	Days out	
							Total	Speed, per hour	" to go	

Chief Engineer

ENGINEER'S LOG BOOK

S.S. *Humboldt* from *Winterport* ^{*Bucksport*} towards *Boston*

Hours	Engineer in Charge	Pressure of Steam			Grade of Expansion	Revolutions per Minute	Thermometer			Density of Water in Boilers		REMARKS
		Boilers	Receivers	Vacuum			The Sea	Engine Room	Feed Water	For'd	Aft	
A. M.			1st	2nd								
1												
2												
3												
4												
5												
6												
7												
8												
9												
10												
11			170	35	5	26			107		220	
12												
P. M.												
1												
2			170	35	5	26			107		220	
3												
4												
5												
6												
7												
8												
9												
10												
11												
12												

ENGINE STORES at Noon	COAL		ENGINE OIL	VALVE OIL	LAMP OIL	WASTE	INDICATED HORSE POWER	Distance Run in Nautical Miles since Noon Yesterday	Hours in Day	
	Tons	Cwts.	Gallons	Gallons	Gallons	Lbs.			h	m
Quantity on board,							H. P. Engine	Thro' the water	Draught for'd	
Quantity expended since Noon yesterday,							Intermed	By Propeller	" aft	
Remaining on board,							L. P. Engine	Slip, per cent	Days out	
							Total	Speed, per hour	Distance run	
								" to go		

Chief Engineer

ENGINEER'S LOG BOOK

S.S. *Kennebec* from *Winterport* towards *Boston*

Hours	Engineer in Charge	Pressure of Steam			Grade of Expansion	Revolutions per Minute	Thermometer			Density of Water in Boilers		REMARKS
		Boilers	Receivers	Vacuum			The Sea	Engine Room	Feed Water	For'd	Aft	
A. M.			1st	2nd								
1												
2												
3												
4			170	35	5	26			220			
5												
6			170	35	5	26			220			
7												
8												
9												
10												
11			170	35	5	26			220			
12												
P. M.												
1												
2												
3			170	35	5	26			220			
4			170									
5												
6												
7												
8												
9												
10												
11												
12												

ENGINE STORES at Noon	COAL		ENGINE OIL	VALVE OIL	LAMP OIL	WASTE	INDICATED HORSE POWER	Distance Run in Nautical Miles since Noon Yesterday	Hours in day	
	Tons	Cwts	Gallons	Gallons	Gallons	Lbs.			h	m
Quantity on board							H. P. Engine	Thro' the water	Draught for'd	
Quantity expended since Noon yesterday							Intermed	By Propeller	" aft	
Remaining on board							L. P. Engine	Slip, per cent	Days out	
							Total	Speed, per hour	Distance run	
								" to go		

Chief Engineer

ENGINEER'S LOG BOOK #6.

S.S. *KENNEBEC* from *BOSTON* towards *WINTER PORT.*

Hours	Engineer in Charge	Pressure of Steam			Grade of Expansion	Revolutions per Minute	Thermometer			Density of Water in Boilers		REMARKS
		Boilers	Receivers 1st	2nd	Vacuum		The Sea	Engine Room	Feed Water	For'd	Aft	
A. M.												
1												
2												
3												
4												
5												
6												
7												
8												
9												
10												
11												
12												
P. M.												
1												
2												
3												
4												
5												
6												
7												
8												
9												
10												
11												
12												

ENGINE STORES at Noon	COAL		ENGINE OIL	VALVE OIL	LAMP OIL	WASTE	INDICATED HORSE POWER	Distance Run in Nautical Miles since Noon Yesterday	Hours in Day h m
	Tons	Cwts.	Gallons	Gallons	Gallons	Lbs.			
Quantity on board,							H. P. Engine	Thro' the water	Draught for'd
Quantity expended since Noon yesterday,							Intermed	By Propeller	" aft
Remaining on board,							L. P. Engine	Slip, per cent	Days out
							Total	Speed, per hour	" to go

Chief Engineer

ENGINEER'S LOG BOOK #7

S.S. *KENNEBEC* from *BOSTON* towards *WINTER PORT.*

Hours	Engineer in Charge	Pressure of Steam			Grade of Expansion	Revolutions per Minute	Thermometer			Density of Water in Boilers		REMARKS
		Boilers	Receivers 1st	2nd	Vacuum		The Sea	Engine Room	Feed Water	For'd	Aft	
A. M.												
1												
2												
3												
4												
5												
6												
7												
8												
9												
10												
11												
12												
P. M.												
1												
2												
3												
4												
5												
6												
7												
8												
9												
10												
11												
12												

ENGINE STORES at Noon	COAL		ENGINE OIL	VALVE OIL	LAMP OIL	WASTE	INDICATED HORSE POWER	Distance Run in Nautical Miles since Noon Yesterday	Hours in day h m
	Tons	Cwts	Gallons	Gallons	Gallons	Lbs.			
Quantity on board							H. P. Engine	Thro' the water	Draught for'd
Quantity expended since Noon yesterday							Intermed	By Propeller	" aft
Remaining on board							L. P. Engine	Slip, per cent	Days out
							Total	Speed, per hour	" to go

Chief Engineer

ENGINEER'S LOG BOOK # 6

S.S. KENNEBEC from Bucksport towards New York

Hours	Engineer in Charge	Pressure of Steam			Vacuum	Grade of Expansion	Revolutions per Minute	Thermometer			Density of Water in Boilers		REMARKS
		Boilers	1st	2nd				The Sea	Engine Room	Feed Water	For'd	Aft	
A. M.													12 day of Jan 1938
1													Laying at Bucksport
2													
3													
4													
5													
6													Day
7													
8													Took 5 gross tons coal Bucksport
9													
10													Day
11													
12													Laying
P. M.													
1													Verge
2													
3													Leaving Bucksport 5:10
4													
5													Day
6		165	35	5	26					220			
7													Wind N.W. strong
8													
9													Boster
10		170	40	5	26		110			220			
11													Boster
12													

ENGINE STORES at Noon	COAL		ENGINE OIL	VALVE OIL	LAMP OIL	WASTE	INDICATED HORSE POWER	Distance Run in Nautical Miles since Noon Yesterday	Hours in Day
	Tons	Cwts.	Gallons	Gallons	Gallons	Lbs.			
Quantity on board,							H. P. Engine	Thro' the water	Draught for'd
Quantity expended since Noon yesterday,							Intermed	By Propeller	" aft
Remaining on board,							L. P. Engine	Slip, per cent	Days out
							Total	Speed, per hour	Distance run
								" to go	" to go

Chief Engineer. *E. Porter*

ENGINEER'S LOG BOOK # 6

S.S. KENNEBEC from Bucksport towards New York

Hours	Engineer in Charge	Pressure of Steam			Vacuum	Grade of Expansion	Revolutions per Minute	Thermometer			Density of Water in Boilers		REMARKS
		Boilers	1st	2nd				The Sea	Engine Room	Feed Water	For'd	Aft	
A. M.													13 day of Jan 1939
1													Moderate & smooth
2													
3													Verge
4		170	4	5	26		110			220			
5													Light N.W. Clear and Cold
6		170	40	5	26		110			220			
7													Day
8													
9													wind West. strong
10													
11		170	40	5	26		110			220			Boster
12													
P. M.													wind coal Dock 1-25
1													
2		170	40	5	26		110			220			Verge
3													
4													Leaving Coal Dock 4:05 L 4:15
5		170	35	5	26		110			220			
6													Overcast Fair wind
7													
8													Day
9													
10													Stopped at Cape Cod canal 10:25
11													
12													snowing wind light N.W. & N.E.

ENGINE STORES at Noon	COAL		ENGINE OIL	VALVE OIL	LAMP OIL	WASTE	INDICATED HORSE POWER	Distance Run in Nautical Miles since Noon Yesterday	Hours in day
	Tons	Cwts	Gallons	Gallons	Gallons	Lbs.			
Quantity on board	40.208	26					H. P. Engine	Thro' the water	Draught for'd
Quantity expended since Noon yesterday	20.45	208					Intermed	By Propeller	" aft
Remaining on board							L. P. Engine	Slip, per cent	Days out
							Total	Speed, per hour	Distance run
								" to go	" to go

Chief Engineer.....

ENGINEER'S LOG BOOK

S.S. *Kennebec* from *Bucksport* towards *New York*

Hours	Engineer in Charge	Pressure of Steam			Vacuum	Grade of Expansion	Revolutions per Minute	Thermometer			Density of Water in Boilers		REMARKS 14 day of January 1939 State of the Weather and Sea to be noted each day.
		Boilers	Receivers					The Sea	Engine Room	Feed Water			
			1st	2nd									
A. M.													
1													
2													
3													Laying in Canal.
4													Nerge
5													Tied up in Canal
6													Overcast, Light snow.
7													
8													Day
9													
10													Underway 8.53
11		170	40	5	27		110			220			Thick snow
12													Bortu
P. M.													
1													
2													
3													Clear & smooth
4		170	40	5	27		110			220			Nerge
5													
6		170	40	5	27		110			220			N.W. fresh breeze. Clear
7													
8													Day
9													
10		170	40	5	28		110			220			N.W. strong. Clear
11													
12													Bortu

ENGINE STORES at Noon	COAL		ENGINE OIL	VALVE OIL	LAMP OIL	WASTE	INDICATED HORSE POWER	Distance Run in Nautical Miles since Noon Yesterday	Hours in Day
	Tons	Cwts.	Gallons	Gallons	Gallons	Lbs.			
Quantity on board, -							H. P. Engine	Thro' the water	Draught for'd
Quantity expended since Noon yesterday, -							Intermed.	By Propeller	" aft
							L. P. Engine	Slip, per cent	Days out
Remaining on board, -							Total	Speed, per hour	Distance run
								" to go	

Chief Engineer

ENGINEER'S LOG BOOK

S.S. *Kennebec* from *Boston* towards *NEW YORK*

Hours	Engineer in Charge	Pressure of Steam			Vacuum	Grade of Expansion	Revolutions per Minute	Thermometer			Density of Water in Boilers		REMARKS 15 day of Jan 1939 State of the Weather and Sea to be noted each day.
		Boilers	Receivers					The Sea	Engine Room	Feed Water	For'd	Aft	
			1st	2nd									
A. M.													
1													
2													
3		170	40	5	28		110			220			Arrived off City Island 3-10.
4		170	40	5	28		110			220			anchored 3-20
5													Nerge
6													W anchor City Island
7													
8													Day
9													10 ¹⁰ got anchor started for
10													Jersey City.
11		170	40	5	29		110			220+			Bortu
12													
P. M.													
1													Landed at pier Jersey City 1-20
2													Nerge
3													
4													Laying pier Jersey City
5													Day
6													Laying at pier
7													Jersey City.
8													Bortu
9													
10													
11													
12													

ENGINE STORES at Noon	COAL		ENGINE OIL	VALVE OIL	LAMP OIL	WASTE	INDICATED HORSE POWER	Distance Run in Nautical Miles since Noon Yesterday	Hours in day
	Tons	Cwts	Gallons	Gallons	Gallons	Lbs.			
Quantity on board							H. P. Engine	Thro' the water	Draught for'd
Quantity expended since Noon yesterday							Intermed.	By Propeller	" aft
							L. P. Engine	Slip, per cent	Days out
Remaining on board							Total	Speed, per hour	Distance run
								" to go	

Chief Engineer

ENGINEER'S LOG BOOK

S.S. KENNEDY from Boston towards New York

Hours	Engineer in Charge	Pressure of Steam			Vacuum	Grade of Expansion	Revolutions per Minute	Thermometer			Density of Water in Boilers		REMARKS
		Boilers	Receivers					The Sea	Engine Room	Feed Water	Density of Water in Boilers		
			1st	2nd							For'd	Aft	
A. M.													
1													
2													
3													
4													Laying at pier Jersey City
5													Virge
6													Laying at Jersey City
7													
8													
9													Day.
10													
11													Laying at dock
12													Boston
P. M.													
1													
2													
3													Laying at dock
4													Virge
5													
6													Laying at Jersey City
7													
8													Day.
9													
10													Laying at dock
11													
12													Boston

Work on main engine
cleaning and painting engine room

16 day of Jan 1939

Laying at pier Jersey City
Verge
Laying at Jersey City

Day

Laying at dock
Boston

Laying at dock
Verge

Laying at Jersey City
Day

Laying at dock
Boston

ENGINE STORES at Noon	COAL		ENGINE OIL	VALVE OIL	LAMP OIL	WASTE	INDICATED HORSE POWER	Distance Run in Nautical Miles since Noon Yesterday	Hours in Day	
	Tons	Cwts.	Gallons	Gallons	Gallons	Lbs.				
Quantity on board,							H. P. Engine	Thro' the water	Draught for'd	
Quantity expended since Noon yesterday,							Intermed	By Propeller	" aft	
Remaining on board,							L. P. Engine	Slip, per cent	Days out	
							Total	Speed, per hour	Distance run	
									" to go	

Chief Engineer Boston

ENGINEER'S LOG BOOK

S.S. KENNEDY from BOSTON towards NEW YORK

Hours	Engineer in Charge	Pressure of Steam				Vacuum	Grade of Expansion	Revolutions per Minute	Thermometer			Density of Water in Boilers		REMARKS 17 day of Jan 1909 State of the Weather and Sea to be noted each day.	
		Boilers	Receivers		The Sea				Engine Room	Feed Water	Density of Water in Boilers				
			1st	2nd							For'd	Aft			
A. M.															
1															
2															
3															
4															
5															
6															
7															
8															
9															
10															
11															
12															
P. M.															
1															
2															
3															
4															
5															
6															
7															
8															
9															
10															
11															
12															

17 day of Jan 1939

Laying at Dock
Day

Leaving Jersey City 12:15
Docking coal dock 1-25
Arrived Contract 3-30
Verge

Laying at contract
waiting for cargo
Boston

ENGINE STORES at Noon	COAL		ENGINE OIL	VALVE OIL	LAMP OIL	WASTE	INDICATED HORSE POWER	Distance Run in Nautical Miles since Noon Yesterday	Hours in day	
	Tons	Cwts	Gallons	Gallons	Gallons	Lbs.				
Quantity on board							H. P. Engine	Thro' the water	Draught for'd	
Quantity expended since Noon yesterday							Intermed	By Propeller	" aft	
Remaining on board							L. P. Engine	Slip, per cent	Days out	
							Total	Speed, per hour	Distance run	
									" to go	

Chief Engineer Boston

ENGINEER'S LOG BOOK

S.S. KENNEDY from Carteret, N.J. towards Boston

Hours	Engineer in Charge	Pressure of Steam		Vacuum	Grade of Expansion	Revolutions per Minute	Thermometer			Density of Water in Boilers		REMARKS
		Boilers	Receivers 1st 2nd				The Sea	Engine Room	Feed Water	For'd	Aft	
A. M.												18 day of Jan 1939
1												Laying at Carteret
2												Verge
3												Laying at Carteret
4												Day
5												Loading tankage for Boston
6												taking water
7												Boston
8												Finished Loading
9												Leaving Carteret 12:34:5
10												160 35 3 27 105 220
11												Various bills due to traffic.
12												Fresh N.E. wind. Choppy.
P. M.												Day
1												back side of Long Island
2												wind E. strong
3												sea rough
4												Bad
5												
6												
7												
8												
9												
10												
11												
12												

ENGINE STORES at Noon	COAL		ENGINE OIL	VALVE OIL	LAMP OIL	WASTE	INDICATED HORSE POWER	Distance Run in Nautical Miles since Noon Yesterday	Hours in Day
	Tons	Cwts.	Gallons	Gallons	Gallons	Lbs.			
Quantity on board,							H. P. Engine	Thro' the water	Draught for'd
Quantity expended since Noon yesterday,							Intermed.	By Propeller	" aft
Remaining on board,							L. P. Engine	Slip, per cent	Days out
							Total	Speed, per hour	Distance run
								" to go	" to go

Chief Engineer.

ENGINEER'S LOG BOOK

S.S. KENNEDY from CARTERET towards BOSTON

Hours	Engineer in Charge	Pressure of Steam		Vacuum	Grade of Expansion	Revolutions per Minute	Thermometer			Density of Water in Boilers		REMARKS
		Boilers	Receivers 1st 2nd				The Sea	Engine Room	Feed Water	For'd	Aft	
A. M.												19 day of Jan 1939
1												
2												
3												Sea rough
4												Verge
5												
6												Overcast Moderating N.E.
7												Day
8												
9												
10												
11												Moderate & smooth
12												
P. M.												
1												
2												Moderate and smooth
3												
4												Verge
5												L 3:50 x 6:10 11 x 6:15 11 x 6:18
6												and anchored. Heavy Snow.
7												Day
8												
9												Cleaned filter by
10												Laying at anchor at
11												Wings neck.
12												Boston

ENGINE STORES at Noon	COAL		ENGINE OIL	VALVE OIL	LAMP OIL	WASTE	INDICATED HORSE POWER	Distance Run in Nautical Miles since Noon Yesterday	Hours in day
	Tons	Cwts	Gallons	Gallons	Gallons	Lbs.			
Quantity on board							H. P. Engine	Thro' the water	Draught for'd
Quantity expended since Noon yesterday							Intermed.	By Propeller	" aft
Remaining on board							L. P. Engine	Slip, per cent	Days out
							Total	Speed, per hour	Distance run
								" to go	" to go

Chief Engineer.

#6
ENGINEER'S LOG BOOK

S.S. *Kennebec* from *CARTERET* towards *BOSTON*

Hours	Engineer in Charge	Pressure of Steam			Grade of Expansion	Revolutions per Minute	Thermometer			Density of Water in Boilers		REMARKS
		Boilers	Receivers	Vacuum			The Sea	Engine Room	Feed Water	For'd	Aft	
A. M.												
1												
2												
3												Laying at anchor Kings neck
4												Over cast
5												Verge
6												Setting underway 7:05 ^{AM} 7:30
7												Overset.
8												Day
9												passed buoy at sandwich
10		160	40 4	28		110						8:45 N.W. wind. light
11												snow
12												Porter
P. M.												
1												Arrived 2-25
2												Docked at White coal Dock 2-40
3		160	40 4	28		110						Verge
4												
5												Tied up at Coal Dock.
6												
7												Day
8												
9												Laying at Coal Dock
10												
11												Porter
12												

ENGINE STORES at Noon	COAL		ENGINE OIL	VALVE OIL	LAMP OIL	WASTE	INDICATED HORSE POWER	Distance Run in Nautical Miles since Noon Yesterday	Hours in Day	
	Tons	Cwts.	Gallons	Gallons	Gallons	Lbs.			h	m
Quantity on board,							H. P. Engine	Thro' the water	Draught for'd	
Quantity expended since Noon yesterday,							Intermed	By Propeller	" aft	
Remaining on board,							L. P. Engine	Slip, per cent	Days out	
							Total	Speed, per hour	Distance run	
								" to go	" to go	

Chief Engineer *E. L. Porter*

#6
ENGINEER'S LOG BOOK

S.S. *Kennebec* from towards

Hours	Engineer in Charge	Pressure of Steam			Grade of Expansion	Revolutions per Minute	Thermometer			Density of Water in Boilers		REMARKS
		Boilers	Receivers	Vacuum			The Sea	Engine Room	Feed Water	For'd	Aft	
A. M.												
1												
2												
3												Laying at coal Dock
4												Verge
5												
6												Leaving Coal Dock 7:30 ^{AM} 7:25
7												
8												Day
9												
10												Arr. Bradley's 9:50
11												
12												Day
P. M.												
1												Leaving Bradley's 3:30-3:40
2												Grounded 3:45 backing 3:45
3												-420
4												Verge
5												Stopped 4:20 and laid
6												aground all watch.
7												
8												Day
9												Working off 9:10 Docking at
10												Bradley's 10:00
11												
12												Porter

ENGINE STORES at Noon	COAL		ENGINE OIL	VALVE OIL	LAMP OIL	WASTE	INDICATED HORSE POWER	Distance Run in Nautical Miles since Noon Yesterday	Hours in day	
	Tons	Cwts	Gallons	Gallons	Gallons	Lbs.			h	m
Quantity on board							H. P. Engine	Thro' the water	Draught for'd	
Quantity expended since Noon yesterday							Intermed	By Propeller	" aft	
Remaining on board							L. P. Engine	Slip, per cent	Days out	
							Total	Speed, per hour	Distance run	
								" to go	" to go	

Chief Engineer *E. L. Porter*

ENGINEER'S LOG BOOK

S.S. KENNEBEC from BOSTON towards WINTERPORT

Hours	Engineer in Charge	Pressure of Steam			Vacuum	Grade of Expansion	Revolutions per Minute	Thermometer			Density of Water in Boilers		REMARKS
		Boilers	Receivers 1st	2nd				The Sea	Engine Room	Feed Water	For'd	Aft	
A. M.													22 day of Jan 19 39
1													Laying at Bradley's Wharf
2													Verge
3													
4													Laying
5													
6													Day
7													Leaving Bradley's 10:35
8													Docking Com. Wharf 11:40-11:55
9													
10													Day
11													Filling Water Com Wharf
12													Verge
P. M.													
1													
2													
3													
4													
5													
6													
7													
8													
9													
10		170	35	4	27		110			220			Lt Commenced Wharf 8:45
11													N.W. STRONG
12													Boston

ENGINE STORES at Noon	COAL		ENGINE OIL	VALVE OIL	LAMP OIL	WASTE	INDICATED HORSE POWER	Distance Run in Nautical Miles since Noon Yesterday	Hours in Day	
	Tons	Cwts.	Gallons	Gallons	Gallons	Lbs.			h	m
Quantity on board,	20	650					H. P. Engine	Thro' the water	Draught for'd	
Quantity expended since Noon yesterday,							Intermed	By Propeller	" aft	
Remaining on board,							L. P. Engine	Slip, per cent	Days out	
							Total	Speed, per hour	Distance run	
								" to go		

Chief Engineer

E. J. Bortu

ENGINEER'S LOG BOOK

S.S. KENNEBEC from BOSTON towards WINTERPORT

Hours	Engineer in Charge	Pressure of Steam			Vacuum	Grade of Expansion	Revolutions per Minute	Thermometer			Density of Water in Boilers		REMARKS
		Boilers	Receivers 1st	2nd				The Sea	Engine Room	Feed Water	For'd	Aft	
A. M.													23 day of Jan 19 39
1													
2													
3		170	35	4	27		110			220			Wind strong & rough
4													Verge
5													
6		170	35	4	27		110			220			Fresh breeze, moderating
7													Clear, very cold. Vapor.
8													Day
9													
10		170	35	4	27		110			220			W. & NW STRONG
11													Cold & Vapor.
12													Boston
P. M.													
1													
2													
3		170	35	4	27		110			220			Arrived Rockland 3:30
4													Verge
5													Unloading.
6		170	35	4	27		110			220			Lt Rockland 6:10
7													Going to Bucks Haven Clear.
8													Cold, Calm. Day
9													N.W. STRONG
10		170	35	4	27		110			220			Arr Bucksport 10:20
11													
12													Boston

ENGINE STORES at Noon	COAL		ENGINE OIL	VALVE OIL	LAMP OIL	WASTE	INDICATED HORSE POWER	Distance Run in Nautical Miles since Noon Yesterday	Hours in day	
	Tons	Cwts	Gallons	Gallons	Gallons	Lbs.			h	m
Quantity on board							H. P. Engine	Thro' the water	Draught for'd	
Quantity expended since Noon yesterday							Intermed	By Propeller	" aft	
Remaining on board							L. P. Engine	Slip, per cent	Days out	
							Total	Speed, per hour	Distance run	
								" to go		

Chief Engineer

E. J. Bortu

ENGINEER'S LOG BOOK

S.S. *MENNEBEL* from *BOSTON* towards *WINTER PORT*

Hours	Engineer in Charge	Pressure of Steam		Vacuum	Grade of Expansion	Revolutions per Minute	Thermometer			Density of Water in Boilers		REMARKS
		Boilers	Receivers 1st 2nd				The Sea	Engine Room	Feed Water	For'd	Aft	
A. M.												24 day of Jan 19 39
1												Discharging
2												Cargo at Bucksport
3												Verge
4												Finished loading.
5												Leaving Bucksport 7:30
6												
7												
8												Day.
9												Arr Winterport 8:50
10												STARTED loading
11												
12												Boston
P. M.												
1												Showering
2												Loading at Winterport
3												Verge
4												Finished Loading. Snow
5												Laying.
6												
7												
8												Day
9												
10												Laying at dock
11												
12												Boston

ENGINE STORES at Noon	COAL		ENGINE OIL	VALVE OIL	LAMP OIL	WASTE	INDICATED HORSE POWER	Distance Run in Nautical Miles since Noon Yesterday	Hours in Day	
	Tons	Cwts.	Gallons	Gallons	Gallons	Lbs.			h	m
Quantity on board,							H. P. Engine	Thro' the water	Draught for'd	
Quantity expended since Noon yesterday,							Intermed.	By Propeller,	" aft,	
Remaining on board,							L. P. Engine	Slip, per cent,	Days out,	
							Total	Speed, per hour,	Distance run,	
								" to go,		

Chief Engineer.....

ENGINEER'S LOG BOOK

S.S. *MENNEBEL* from *WINTER PORT* towards *BOSTON*

Hours	Engineer in Charge	Pressure of Steam		Vacuum	Grade of Expansion	Revolutions per Minute	Thermometer			Density of Water in Boilers		REMARKS
		Boilers	Receivers 1st 2nd				The Sea	Engine Room	Feed Water	For'd	Aft	
A. M.												25 day of Jan 19 39
1												Laying at Dock.
2												
3												Verge
4												Leaving Winterport 7:10 - 7:15
5												
6												
7		170	35 4	27		110			220			
8												Day
9												L 11:35
10		170	35 4	7		110			220			Arr ROCKLAND 11:45
11												Boston
12												
P. M.												
1												Leaving Rockland. 2:55
2												
3		170	30 3	27.5		100			220			Verge
4												
5												
6		170	30 3	27		100			220			Strong W. wind;
7												
8												Day
9												
10		170	30 3	27		100			200			Strong WEST WIND
11												
12												Boston

ENGINE STORES at Noon	COAL		ENGINE OIL	VALVE OIL	LAMP OIL	WASTE	INDICATED HORSE POWER	Distance Run in Nautical Miles since Noon Yesterday	Hours in day	
	Tons	Cwts	Gallons	Gallons	Gallons	Lbs.			h	m
Quantity on board	4 tons						H. P. Engine	Thro' the water	Draught for'd	
Quantity expended since Noon yesterday	Rockland						Intermed.	By Propeller	" aft	
Remaining on board							L. P. Engine	Slip, per cent	Days out	
							Total	Speed, per hour	Distance run	
								" to go		

Chief Engineer *Boston*

ENGINEER'S LOG BOOK

S.S. HENNEBEC from *Winter Ptob* towards *Boston*

Hours	Engineer in Charge	Pressure of Steam			Vacuum	Grade of Expansion	Revolutions per Minute	Thermometer			Density of Water in Boilers		REMARKS
		Boilers	1st	2nd				The Sea	Engine Room	Feed Water	For'd	Aft	
A. M.													26 day of Jan 19 39
1													
2													
3		170	30	3	27		100			220			Strong Wind
4													Nerge
5													
6		170	30	3	27		100			220			Strong Westerly wind. Moderate
7													Vapor.
8													Day
9													strong West to North Wind
10													cough making Ice
11		170	30	2	27		100			220			fort
12													Dorier
P. M.													Docking Comm. Wharf 125
1													
2													
3													
4													
5													Temp # 8. Sat. 28,
6													Leaving Coal dock 5:15 L 5:30
7		170	30	3	27		105			220			Fair wind. Moderate
8													Day
9													wind N. Strong
10		170	35	4	27		107			220			
11													
12													Dorier

ENGINE STORES at Noon	COAL		ENGINE OIL	VALVE OIL	LAMP OIL	WASTE	INDICATED HORSE POWER	Distance Run in Nautical Miles since Noon Yesterday	Hours in Day	
	Tons	Cwts.	Gallons	Gallons	Gallons	Lbs.			h	m
Quantity on board,	24 1/2						H. P. Engine	Thro' the water	Draught for'd	
Quantity expended since Noon yesterday,							Intermed.	By Propeller,	" aft,	
Remaining on board,							L. P. Engine	Slip, per cent,	Days out,	
							Total	Speed, per hour,	" to go,	

Chief Engineer

E. L. Bates

ENGINEER'S LOG BOOK

S.S. HENNEBEC from *Boston* towards *Bucksport*

Hours	Engineer in Charge	Pressure of Steam			Vacuum	Grade of Expansion	Revolutions per Minute	Thermometer			Density of Water in Boilers		REMARKS
		Boilers	1st	2nd				The Sea	Engine Room	Feed Water	For'd	Aft	
A. M.													29 day of Jan 19 39
1													
2													
3													Sea rough
4		170	38	4	27		107			220			Nerge
5													Fresh fair wind.
6		160	38	4	27		105			220			Overcast
7													
8													Day
9													
10		170	38	4	28		107			220			mod south to West wind
11													smooth
12													Dorier
P. M.													Arrived Bucksport 12-45
1		170	38	4	28		107			220			
2													
3													
4													waiting for Orders
5													Nerge
6													Laying.
7													
8													
9													Laying waiting
10													for cargo
11													
12													Dorier

ENGINE STORES at Noon	COAL		ENGINE OIL	VALVE OIL	LAMP OIL	WASTE	INDICATED HORSE POWER	Distance Run in Nautical Miles since Noon Yesterday	Hours in day	
	Tons	Cwts	Gallons	Gallons	Gallons	Lbs.			h	m
Quantity on board							H. P. Engine	Thro' the water	Draught for'd	
Quantity expended since Noon yesterday							Intermed.	By Propeller	" aft	
Remaining on board							L. P. Engine	Slip, per cent	Days out	
							Total	Speed, per hour	" to go	

Chief Engineer

E. L. Bates

ENGINEER'S LOG BOOK

S.S. KENNEDY from Bucksport towards Boston

Hours	Engineer in Charge	Pressure of Steam		Vacuum	Grade of Expansion	Revolutions per Minute	Thermometer			Density of Water in Boilers		REMARKS	
		Boilers	Receivers				The Sea	Engine Room	Feed Water	Density of Water in Boilers			
			1st							2nd	For'd		Aft
												30 day of Jan 1909	
												State of the Weather and Sea to be noted each day.	
A. M.													
1													
2												Laying	
3													
4													
5													
6													
7													
8													
9													
10													
11													
12													
P. M.													
1													
2													
3													
4													
5													
6													
7													
8													
9													
10													
11													
12													

ENGINE STORES at Noon	COAL		ENGINE OIL	VALVE OIL	LAMP OIL	WASTE	INDICATED HORSE POWER	Distance Run in Nautical Miles since Noon Yesterday	Hours in Day h m
	Tons	Cwts.	Gallons	Gallons	Gallons	Lbs.			
Quantity on board, -							H. P. Engine	Thro' the water	Draught for'd
Quantity expended since Noon yesterday, -							Intermed	By Propeller	" aft
Remaining on board, -							L. P. Engine	Slip, per cent	Days out
							Total	Speed, per hour	Distance run
									" to go

Chief Engineer.

E. L. Bortner

ENGINEER'S LOG BOOK

S.S. KENNEDY from Bucksport towards Boston

Hours	Engineer in Charge	Pressure of Steam		Vacuum	Grade of Expansion	Revolutions per Minute	Thermometer			Density of Water in Boilers		REMARKS	
		Boilers	Receivers				The Sea	Engine Room	Feed Water	Density of Water in Boilers			
			1st							2nd	For'd		Aft
A. M.													
1												Laying at Rockland snow	
2												snow strong wind	
3													
4												Verge	
5													
6												Laying. NE. Snow storm	
7													
8												Day	
9													
10												Laying at dock	
11												Boiler	
12													
P. M.													
1													
2													
3												Getting underway.	
4												Verge	
5												Leaving Rockland 4:05 ^{PM} 4:10	
6		165	30	3	27	105			220			Fresh N.W. breeze, Overcast	
7													
8												Day	
9												N. & N.E. WIND. Strong	
10		170	40	5	27	110			220			Overcast	
11													
12												Boiler	

ENGINE STORES at Noon	COAL		ENGINE OIL	VALVE OIL	LAMP OIL	WASTE	INDICATED HORSE POWER	Distance Run in Nautical Miles since Noon Yesterday	Hours in day h m
	Tons	Cwts.	Gallons	Gallons	Gallons	Lbs.			
Quantity on board							H. P. Engine	Thro' the water	Draught for'd
Quantity expended since Noon yesterday							Intermed	By Propeller	" aft
Remaining on board							L. P. Engine	Slip, per cent	Days out
							Total	Speed, per hour	Distance run
									" to go

Chief Engineer.

E. L. Bortner

ENGINEER'S LOG BOOK

S.S. KENNEDICO from BUCKS PORT towards BOSTON

Hours	Engineer in Charge	Pressure of Steam		Vacuum	Grade of Expansion	Revolutions per Minute	Thermometer			Density of Water in Boilers		REMARKS
		Boilers	Receivers 1st 2nd				The Sea	Engine Room	Feed Water	For'd	Aft	
A. M.												1 day of Feb 1939
1												
2												
3												Sea rough
4		170	40 5	27		110			220			Large
5												Docking at Comm Wharf
6												x 7:35 F.W.C. 7:55
7												
8												Day
9												
10												
11												
12												
P. M.												
1												
2												
3												Leaving Comm Wharf 5:00
4												Docking Coal Pier 7:15
5												Large
6												Leaving Comm Wharf 5:00
7												5:03
8												Day
9												Left coal dock 5:25
10		170	40 5	28		110			220			N.W. moderate
11												
12												Back

ENGINE STORES at Noon	COAL		ENGINE OIL	VALVE OIL	LAMP OIL	WASTE	INDICATED HORSE POWER	Distance Run in Nautical Miles since Noon Yesterday	Hours in Day
	Tons	Cwts.	Gallons	Gallons	Gallons	Lbs.			
Quantity on board, 220 912							H. P. Engine	Thro' the water	Draught for'd
Quantity expended since Noon yesterday,							Intermed	By Propeller,	" aft
Remaining on board,							L. P. Engine	Slip, per cent,	Days out,
							Total	Speed, per hour,	Distance run,
								" to go,	" to go

Chief Engineer

ENGINEER'S LOG BOOK

S.S. KENNEDICO from BOSTON towards BUCKS PORT

Hours	Engineer in Charge	Pressure of Steam		Vacuum	Grade of Expansion	Revolutions per Minute	Thermometer			Density of Water in Boilers		REMARKS
		Boilers	Receivers 1st 2nd				The Sea	Engine Room	Feed Water	For'd	Aft	
A. M.												2 day of Feb 1939
1												
2												
3		170	40 4	27		110			220			Moderate & smooth
4												Large
5												Overcast calm.
6		170	40 4	28		110			220			Light Northerly wind.
7												
8												Day.
9												Clear and smooth
10		170	40 4	28		110			220			N. & NE. moderate
11												
12												Back
P. M.												
1												Arrived Rockland 12-16
2												Leaving Rockland 2-0
3		170	40 4	28		110			220			Large
4												
5												Docking Bucksport 5:30-6:50
6												Unloading.
7												
8												Day.
9												
10												Lying at Dock
11												
12												Back

ENGINE STORES at Noon	COAL		ENGINE OIL	VALVE OIL	LAMP OIL	WASTE	INDICATED HORSE POWER	Distance Run in Nautical Miles since Noon Yesterday	Hours in day
	Tons	Cwts	Gallons	Gallons	Gallons	Lbs.			
Quantity on board							H. P. Engine	Thro' the water	Draught for'd
Quantity expended since Noon yesterday							Intermed	By Propeller	" aft
Remaining on board							L. P. Engine	Slip, per cent	Days out
							Total	Speed, per hour	Distance run
								" to go	" to go

Chief Engineer

#9

S. S. KENNERBEC

from *Bucksport*

towards *Boston*

Day

Chief Engineer.

49

S.S. KENNEDY

from Bucksport

towards BOSTON

Nerge

Chief Engineer.

ENGINEER'S LOG BOOK 410

S.S. KENNEBEC from Boston towards Bucksport

Hours	Engineer in Charge	Pressure of Steam		Vacuum	Grade of Expansion	Revolutions per Minute	Thermometer			Density of Water in Boilers		REMARKS
		Boilers	Receivers 1st 2nd				The Sea	Engine Room	Feed Water	For'd	Aft	
A. M.												8 day of Feb 1939 State of the Weather and Sea to be noted each day. Left Cove Wharf 11:21 Arr coal dock 11:40 City Fuel Co. Bucksport Left coal dock 1:15 PM Verge SW. Wind mod. South West Wind Strong Bucksport
1												
2												
3												
4												
5												
6												
7												
8												
9												
10												
11												
12												
P. M.												
1												
2												
3												
4												
5												
6												
7		165	30 3 28			105			220			
8												
9												
10		165	30 3 28			105			220			
11												
12												

ENGINE STORES at Noon	COAL		ENGINE OIL	VALVE OIL	LAMP OIL	WASTE	INDICATED HORSE POWER	Distance Run in Nautical Miles since Noon Yesterday	Hours in Day
	Tons	Cwts.	Gallons	Gallons	Gallons	Lbs.			
Quantity on board, -	22+						H. P. Engine.....	Thro' the water.....	Draught for'd.....
Quantity expended since Noon yesterday, -							Intermed.	By Propeller,	" aft,
Remaining on board, -							L. P. Engine.....	Slip, per cent,	Days out,
							Total .	Speed, per hour,	Distance run,
								" to go,	" to go,

Chief Engineer.....

ENGINEER'S LOG BOOK 410

S.S. KENNEBEC from BOSTON towards BUCKSPORT

Hours	Engineer in Charge	Pressure of Steam		Vacuum	Grade of Expansion	Revolutions per Minute	Thermometer			Density of Water in Boilers		REMARKS
		Boilers	Receivers 1st 2nd				The Sea	Engine Room	Feed Water	For'd	Aft	
A. M.												9 day of Feb 1939 State of the Weather and Sea to be noted each day. Fair wind. Overcast. Verge Moderating Dry. Arr Bucksport 9:10 Docked 9:30 Loading cargo at Bucksport Verge Laying at Bucksport Dry Laying.
1												
2		165	30 3 28						220			
3												
4												
5												
6		165	30 3 28						220			
7												
8												
9												
10												
11												
12												
P. M.												
1												
2												
3												
4												
5												
6												
7												
8												
9												
10												
11												
12												

ENGINE STORES at Noon	COAL		ENGINE OIL	VALVE OIL	LAMP OIL	WASTE	INDICATED HORSE POWER	Distance Run in Nautical Miles since Noon Yesterday	Hours in day
	Tons	Cwts	Gallons	Gallons	Gallons	Lbs.			
Quantity on board							H. P. Engine.....	Thro' the water.....	Draught for'd.....
Quantity expended since Noon yesterday							Intermed.	By Propeller,	" aft,
Remaining on board							L. P. Engine.....	Slip, per cent,	Days out,
							Total .	Speed, per hour,	Distance run,
								" to go,	" to go,

Chief Engineer.....

ENGINEER'S LOG BOOK

S.S. *Kennebec* from *Bucksport* towards *Boston*

Hours	Engineer in Charge	Pressure of Steam			Grade of Expansion	Revolutions per Minute	Thermometer			Density of Water in Boilers		REMARKS
		Boilers	Receivers 1st	2nd	Vacuum		The Sea	Engine Room	Feed Water	For'd	Aft	
A. M.												1.0 th day of Feb 1939
1												Laying
2												
3												
4												
5												
6												Laying
7												
8												
9												
10												Laying
11												
12												
P. M.												
1												Laying
2												
3												
4												
5												Leaving Bucksport 4:10
6												Anchored Bucksport 5:40
7												Thick Weather
8												
9												Day
10												Laying at anchor
11												Bucksport
12												Boston

ENGINE STORES at Noon	COAL		ENGINE OIL	VALVE OIL	LAMP OIL	WASTE	INDICATED HORSE POWER	Distance Run in Nautical Miles since Noon Yesterday	Hours in Day	
	Tons	Cwts.	Gallons	Gallons	Gallons	Lbs.			h	m
Quantity on board,							H. P. Engine	Thro' the water	Draught for'd	
Quantity expended since Noon yesterday,							Intermed.	By Propeller	" aft	
Remaining on board,							L. P. Engine	Slip, per cent	Days out	
							Total	Speed, per hour	Distance run	
								" to go	" to go	

Chief Engineer

ENGINEER'S LOG BOOK

S.S. *Kennebec* from *Bucksport* towards *Boston*

Hours	Engineer in Charge	Pressure of Steam			Grade of Expansion	Revolutions per Minute	Thermometer			Density of Water in Boilers		REMARKS
		Boilers	Receivers 1st	2nd	Vacuum		The Sea	Engine Room	Feed Water	For'd	Aft	
A. M.												11 th day of Feb 1939
1												Laying at anchor
2												Bucksport
3												
4												
5												Leaving anchor 7:05
6												
7												
8												
9		170	30	3	28	105			220			Day
10												arr Rockland 9:45
11												Lv. 10:45 " 11:00
12												Wind west mod
P. M.												Boston
1												
2		170	30	3	28	105			220			
3												Moderate & clear
4												Nice
5												
6		170	30	3	28	105			220			Moderaling westerly and clear
7												
8												Day
9		170	30	3	28	105			220			West to North West getting stronger. Clear
10												
11												
12												Boston

ENGINE STORES at Noon	COAL		ENGINE OIL	VALVE OIL	LAMP OIL	WASTE	INDICATED HORSE POWER	Distance Run in Nautical Miles since Noon Yesterday	Hours in day	
	Tons	Cwts.	Gallons	Gallons	Gallons	Lbs.			h	m
Quantity on board							H. P. Engine	Thro' the water	Draught for'd	
Quantity expended since Noon yesterday							Intermed.	By Propeller	" aft	
Remaining on board							L. P. Engine	Slip, per cent	Days out	
							Total	Speed, per hour	Distance run	
								" to go	" to go	

Chief Engineer

ENGINEER'S LOG BOOK

S.S. KENNEDY from RICHMOND towards BOSTON

Hours	Engineer in Charge	Pressure of Steam			Vacuum	Grade of Expansion	Revolutions per Minute	Thermometer			Density of Water in Boilers		REMARKS
		Boilers	Receivers 1st	2nd				The Sea	Engine Room	Feed Water	For'd	Aft	
A. M.													12 day of Feb 19 39
1													Clear & smooth
2													Surge
3		170	30	3	28		105			220			Arr Boston City Fuel 4:55
4													FINE 5:35
5													Day
6													Left coal dock 9:05
7													Arr Commercial Wharf 9:25
8													Left " " 9:45
9													Boiler
10													Bound for Norfolk Va
11													
12													
P. M.													
1													
2		170	35	4	28					220			Stop at Canal entrance 3-15
3													Surge
4													Canal 4:35
5													Wings rock 5:25
6		170	35	4	28					220			Strong head wind
7													Day
8													Strong West wind
9													Sea rough
10		170	30	3	28					220			
11													
12													Boiler

ENGINE STORES at Noon	COAL		ENGINE OIL	VALVE OIL	LAMP OIL	WASTE	INDICATED HORSE POWER	Distance Run in Nautical Miles since Noon Yesterday	Hours in Day
	Tons	Cwts.	Gallons	Gallons	Gallons	Lbs.			
Quantity on board,	22.67	14.60					H. P. Engine	Thro' the water	Draught for'd
Quantity expended since Noon yesterday,							Intermed	By Propeller	" aft
Remaining on board,							L. P. Engine	Slip, per cent	Days out
							Total	Speed, per hour	Distance run
								" to go	" to go

Chief Engineer

E. J. Boster

ENGINEER'S LOG BOOK

S.S. KENNEDY from BOSTON towards NORFOLK

Hours	Engineer in Charge	Pressure of Steam			Vacuum	Grade of Expansion	Revolutions per Minute	Thermometer			Density of Water in Boilers		REMARKS
		Boilers	Receivers 1st	2nd				The Sea	Engine Room	Feed Water	For'd	Aft	
A. M.													13 day of Feb 19 39
1													
2													
3		170	30	3	28		105			220			Strong Wind
4													Surge
5													
6		170	30	3	28		105			220			Moderating Clear
7													
8													Day
9													Wind moderate West
10													N. West
11		170	30	3	28		105			220			
12													Boiler
P. M.													
1													Clear & smooth
2													
3		170	30	3	28		105			220			Surge
4													Well Gate 4:30 PM
5													Moderate, warm with
6		170	30	3	28		105			220			Southerly wind
7													Atlantic Highlands 8:00
8													Day
9													Wind west and strong
10		170	30	3	28		105			220			sea smooth
11													Orucoat
12													Boiler

ENGINE STORES at Noon	COAL		ENGINE OIL	VALVE OIL	LAMP OIL	WASTE	INDICATED HORSE POWER	Distance Run in Nautical Miles since Noon Yesterday	Hours in day
	Tons	Cwts	Gallons	Gallons	Gallons	Lbs.			
Quantity on board							H. P. Engine	Thro' the water	Draught for'd
Quantity expended since Noon yesterday							Intermed	By Propeller	" aft
Remaining on board							L. P. Engine	Slip, per cent	Days out
							Total	Speed, per hour	Distance run
								" to go	" to go

Chief Engineer

E. J. Boster

ENGINEER'S LOG BOOK

S.S. KENNEBEC from BOSTON towards NORFOLK

Hours	Engineer in Charge	Pressure of Steam				Vacuum	Grade of Expansion	Revolutions per Minute	Thermometer			Density of Water in Boilers		REMARKS 14 day of Feb 1939 State of the Weather and Sea to be noted each day.
		Boilers	Receivers		The Sea				Engine Room	Feed Water	For'd	Aft		
			1st	2nd										
A. M.														
1														
2														
3		170	30	3	28					220				Overcast & smooth
4														Surge
5														Light S.W. wind. Smooth
6		170	30	3	28					220				
7														
8														Day
9														South West mod.
10		170	30	3	28					220				sea smooth
11														
12														Boston
P. M.														
1														
2		170	30	3	28					220				Sea smooth
3														
4														Surge
5														
6		170	30	3	28					220				Light southerly wind Overcast.
7														Warmer.
8														Day
9														Thick fog. South wind
10		170	30	3	28					220				sea smooth
11														
12														Boston

ENGINE STORES at Noon	COAL		ENGINE OIL	VALVE OIL	LAMP OIL	WASTE	INDICATED HORSE POWER	Distance Run in Nautical Miles since Noon Yesterday	Hours in Day	
	Tons	Cwts.	Gallons	Gallons	Gallons	Lbs.			h	m
Quantity on board,							H. P. Engine	Thro' the water	Draught for'd	
Quantity expended since Noon yesterday,							Intermed.	By Propeller	" aft	
Remaining on board,							L. P. Engine	Slip, per cent	Days out	
							Total	Speed, per hour	" to go	

Chief Engineer

ENGINEER'S LOG BOOK

S.S. KENNEBEC from BOSTON towards NORFOLK

Hours	Engineer in Charge	Pressure of Steam				Vacuum	Grade of Expansion	Revolutions per Minute	Thermometer			Density of Water in Boilers		REMARKS
		Boilers	Receivers		The Sea				Engine Room	Feed Water	For'd	Aft		
			1st	2nd										
A. M.														13 th day of Feb 1939
1														Stopped at 12-5
2														Various bells due to fog
3		170	30	3	28					220				anchored 3-35
4														Surge
5														Laid at anchor. Leaving anchor
6														6.25. Docking Norfolk. 7.45
7														
8														Day.
9														Went to coal dock 10 ²⁰
10		170	30	3	28					220				
11														
12								105						Boston
P. M.														
1														
2														Leaving coal dock 1-25
3		165	28	2	27.5					220				Leaving Norfolk for Baltimore
4														Surge
5														Rainy. Wind changeable.
6		170	30	3	27.5					220				Closing with strong head wind
7														and cooler. Heavy rain.
8														Passed Borden Pt 5.30
9														Day.
10														Wind N.W. Strong
11		170	30	3	27			105		230				searough. cooler
12														Boston

ENGINE STORES at Noon	COAL		ENGINE OIL	VALVE OIL	LAMP OIL	WASTE	INDICATED HORSE POWER	Distance Run in Nautical Miles since Noon Yesterday	Hours in day	
	Tons	Cwts	Gallons	Gallons	Gallons	Lbs.			h	m
Quantity on board	40 1/4						H. P. Engine	Thro' the water	Draught for'd	
Quantity expended since Noon yesterday							Intermed.	By Propeller	" aft	
Remaining on board							L. P. Engine	Slip, per cent	Days out	
							Total	Speed, per hour	" to go	

Chief Engineer

ENGINEER'S LOG BOOK

S.S. KENNEDY from NORFOLK towards BALTIMORE

Hours	Engineer in Charge	Pressure of Steam				Vacuum	Grade of Expansion	Revolutions per Minute	Thermometer			Density of Water in Boilers		REMARKS 16 day of Feb 19 39 State of the Weather and Sea to be noted each day.
		Boilers	Receivers		The Sea				Engine Room	Feed Water	Density			
			1st	2nd							For'd	Aft		

A. M.														
1								82	82					
2														
3		170	30	3	28			105		220				Sea smooth
4														Verge
5														Clear N.W. moderate wind
6		170	30	3	28			105		220				
7														
8														Day
9														10 35 ^L 10 37 ^X
10		170	35	5	28			110		220				Arr Baltimore
11														7 W. E 10 55 ^{N.W.} Strong
12														Boston
P. M.														
1														
2														Laying at Baltimore
3														
4														Verge
5														
6														
7														
8														
9														Laying at Baltimore
10														
11														
12														Boston

ENGINE STORES at Noon	COAL		ENGINE OIL	VALVE OIL	LAMP OIL	WASTE	INDICATED HORSE POWER	Distance Run in Nautical Miles since Noon Yesterday	Hours in Day
	Tons	Cwts.	Gallons	Gallons	Gallons	Lbs.			
Quantity on board,							H. P. Engine	Thro' the water	Draught for'd
Quantity expended since Noon yesterday,							Intermed.	By Propeller	" aft
Remaining on board,							L. P. Engine	Slip, per cent	Days out
							Total	Speed, per hour	Distance run
								" to go	" to go

Chief Engineer

ENGINEER'S LOG BOOK

S.S. KENNEDY from Baltimore towards Lewis Dell

Hours	Engineer in Charge	Pressure of Steam			Vacuum	Grade of Expansion	Revolutions per Minute	Thermometer			Density of Water in Boilers		REMARKS 17.....day of Feb.....1939 State of the Weather and Sea to be noted each day.
		Boilers	Receivers					The Sea	Engine Room	Feed Water			
			1st	2nd									
A. M.													
1													
2													
3													Laying at Baltimore
4													Verge
5													
6													Laying at Baltimore
7													
8													Day
9													Started to discharge cargo
10													7 A.M.
11													
12													Boston
P. M.													
1													
2													
3													Finished discharging 4 P.M.
4													Verge
5													Leaving Baltimore 4:25
6		170	30	3	27		105			220			Coal Dock 4:45 Lr. 5:20
7													Overcast. Calm.
8													Day
9													Stopped to Anchor 10 55
10													at Canal
11													Clear & mod S.E. WIND
12													Boston

ENGINE STORES at Noon	COAL		ENGINE OIL	VALVE OIL	LAMP OIL	WASTE	INDICATED HORSE POWER	Distance Run in Nautical Miles since Noon Yesterday	Hours in day
	Tons	Cwts	Gallons	Gallons	Gallons	Lbs.			
Quantity on board	13 tons						H. P. Engine	Thro' the water	Draught for'd
Quantity expended since Noon yesterday							Intermed.	By Propeller	" aft
Remaining on board							L. P. Engine	Slip, per cent	Days out
							Total	Speed, per hour	Distance run
								" to go	" to go

Chief Engineer

ENGINEER'S LOG BOOK

S.S. KENNEBEC from BALTIMORE towards LEWIS, WELLS

Hours	Engineer in Charge	Pressure of Steam			Vacuum	Grade of Expansion	Revolutions per Minute	Thermometer			Density of Water in Boilers		REMARKS
		Boilers	1st	2nd				The Sea	Engine Room	Feed Water	For'd	Aft	
A. M.													18 day of Feb 1939
1													Laying at anchor.
2													Verge
3													At anchor. Underway 6:5
4													Passing through Cannals
5													Day
6													South West wind mod
7													Clear
8													Boiler
9		170	30	3	28		105			220			
10													
11													
12													
P. M.													
1													
2													
3		170	30	3	28		105			220			Arrived at Leaves 3-0
4													Verge
5													Laying and loading cargo
6													Day
7													Loading cargo
8													
9													
10													
11													
12													Boiler

ENGINE STORES at Noon	COAL		ENGINE OIL	VALVE OIL	LAMP OIL	WASTE	INDICATED HORSE POWER	Distance Run in Nautical Miles since Noon Yesterday	Hours in Day h m
	Tons	Cwts.	Gallons	Gallons	Gallons	Lbs.			
Quantity on board, -							H. P. Engine	Thro' the water	Draught for'd
Quantity expended since Noon yesterday, -							Intermed	By Propeller	" aft
Remaining on board, -							L. P. Engine	Slip, per cent	Days out
							Total	Speed, per hour	Distance run
								" to go	" to go

Chief Engineer

E. J. Bortec

ENGINEER'S LOG BOOK

S.S. KENNEBEC from towards

Hours	Engineer in Charge	Pressure of Steam			Vacuum	Grade of Expansion	Revolutions per Minute	Thermometer			Density of Water in Boilers		REMARKS
		Boilers	1st	2nd				The Sea	Engine Room	Feed Water	For'd	Aft	
A. M.													19 day of Feb 1939
1													
2													
3													Laying at Leaves
4													Verge
5													
6													Laying
7													
8													Day
9													
10													
11													
12													
P. M.													
1													
2													
3													Laying
4													Verge
5													
6													Laying
7													
8													Day
9													Laying at Leaves
10													wind S. W. strong
11													
12													Boiler

ENGINE STORES at Noon	COAL		ENGINE OIL	VALVE OIL	LAMP OIL	WASTE	INDICATED HORSE POWER	Distance Run in Nautical Miles since Noon Yesterday	Hours in day h m
	Tons	Cwts.	Gallons	Gallons	Gallons	Lbs.			
Quantity on board							H. P. Engine	Thro' the water	Draught for'd
Quantity expended since Noon yesterday							Intermed	By Propeller	" aft
Remaining on board							L. P. Engine	Slip, per cent	Days out
							Total	Speed, per hour	Distance run
								" to go	" to go

Chief Engineer

E. J. Bortec

ENGINEER'S LOG BOOK

S.S. KENNERBEC from Lewes, Del. towards BOSTON.

Hours	Engineer in Charge	Pressure of Steam		Vacuum	Grade of Expansion	Revolutions per Minute	Thermometer			Density of Water in Boilers		REMARKS	
		Boilers	Receivers				The Sea	Engine Room	Feed Water	Density of Water in Boilers			
			1st							2nd	For'd		Aft
A. M.												20 day of Feb 1939	
1												Laying at Lewes	
2												Nerge	
3												Laying Strong S. breeze	
4												Day	
5													
6													
7													
8													
9													
10													
11													
12													
P. M.													
1												Laying	
2												Nerge	
3												Finished loading and	
4												prepared to leave.	
5												Day	
6												Left dock 8:40 AM 1845- 14855-	
7												N.E. M.D.D.	
8													
9													
10		170	34	4	28		107					Boston	
11													
12													

ENGINE STORES at Noon	COAL		ENGINE OIL	VALVE OIL	LAMP OIL	WASTE	INDICATED HORSE POWER	Distance Run in Nautical Miles since Noon Yesterday	Hours in Day h. m.
	Tons	Cwts.	Gallons	Gallons	Gallons	Lbs.			
Quantity on board, . .							H. P. Engine	Thro' the water	Draught for'd
Quantity expended since Noon yesterday, . .							Intermed	By Propeller	" aft
Remaining on board, . .							L. P. Engine	Slip, per cent,	Days out
							Total	Speed, per hour,	Distance run
								" to go,	" to go

Chief Engineer.

E. L. Porter

ENGINEER'S LOG BOOK

S.S. KENNERBEC from LEWES, Del. towards BOSTON.

Hours	Engineer in Charge	Pressure of Steam				Vacuum	Grade of Expansion	Revolutions per Minute	Thermometer			Density of Water in Boilers		REMARKS 21. day of Feb 1909 State of the Weather and Sea to be noted each day.
		Boilers	Receivers		The Sea				Engine Room	Feed Water	Density			
			1st	2nd							For'd	Aft		
A. M.														
1														
2														
3		170	34	4	28		107			220				N. E moderate
4														Nerge
5														
6		170	34	4	28		107			220				Easterly wind, increasing.
7														Little chop.
8														Day
9														
10		170	34	4	28		107			220				N. E. Wind moderate
11														
12														Boston
P. M.														
1														
2														
3		170	34	4	28		107			220				Moderate & smooth
4														Nerge
5														N. Y. off Battery 4:00 Well Gate bridge 5:00
6		170	34	4	28		107			220				World's Fair Bridge 5:32.
7														Overcast. Light head wind.
8														Day
9														South East wind fresh
10		170	34	4	28		107			220				14 strong rain
11														
12														Boston

ENGINE STORES at Noon	COAL		ENGINE OIL	VALVE OIL	LAMP OIL	WASTE	INDICATED HORSE POWER	Distance Run in Nautical Miles since Noon Yesterday	Hours in day h. m.
	Tons	Cwts.	Gallons	Gallons	Gallons	Lbs.			
Quantity on board . .							H. P. Engine	Thro' the water	Draught for'd
Quantity expended since Noon yesterday . .							Intermed	By Propeller	" aft
Remaining on board . .							L. P. Engine	Slip, per cent	Days out
							Total	Speed, per hour	Distance run
								" to go	" to go

Chief Engineer.

E. L. Porter

ENGINEER'S LOG BOOK

S.S. *Kennebec* from *Leves Well* towards *Boston*

Hours	Engineer in Charge	Pressure of Steam			Grade of Expansion	Revolutions per Minute	Thermometer			Density of Water in Boilers		REMARKS
		Boilers	Receivers 1st	2nd	Vacuum		The Sea	Engine Room	Feed Water	For'd	Aft	
A. M.												
1												
2												
3		170	34	4	28	107			220			Eastley wind clear
4												Nerge
5												Watch Hill 5:00
6		170	34	4	28	107			220			Changable wind. Light rain at times.
7												
8												Day
9												South East, shifting
10		170	45	9	28	112			220			North to East
11												
12												Boston
P. M.												Outside canal 1-32
1												
2												
3		170	38	5	28	107			220			Strong wind clear
4												Nerge
5												Strong wind N.W. Cold Sea
6		170	38	5	28	110			220			Arr. at Comm Wharf 7:55
7												5:40
8												Day
9												
10												
11												
12												

ENGINE STORES at Noon	COAL		ENGINE OIL	VALVE OIL	LAMP OIL	WASTE	INDICATED HORSE POWER	Distance Run in Nautical Miles since Noon Yesterday	Hours in Day
	Tons	Cwts.	Gallons	Gallons	Gallons	Lbs.			
Quantity on board,							H. P. Engine	Thro' the water	Draught for'd
Quantity expended since Noon yesterday,							Intermed.	By Propeller	" aft
Remaining on board,							L. P. Engine	Slip, per cent	Days out
							Total	Speed, per hour	Distance run
								" to go	" to go

Chief Engineer.

ENGINEER'S LOG BOOK

S.S. *Kennebec* from *Commercial Wharf* towards *Boston Dry Dock*

Hours	Engineer in Charge	Pressure of Steam			Grade of Expansion	Revolutions per Minute	Thermometer			Density of Water in Boilers		REMARKS
		Boilers	Receivers 1st	2nd	Vacuum		The Sea	Engine Room	Feed Water	For'd	Aft	
A. M.												
1												
2												
3												
4												
5												
6												
7												
8												
9												Leaving Comm Wharf 9:15
10												Docking Dry Dock 9:45
11												
12												
P. M.												
1												
2												
3												
4												
5												
6												
7												
8												
9												
10												
11												
12												

ENGINE STORES at Noon	COAL		ENGINE OIL	VALVE OIL	LAMP OIL	WASTE	INDICATED HORSE POWER	Distance Run in Nautical Miles since Noon Yesterday	Hours in day
	Tons	Cwts.	Gallons	Gallons	Gallons	Lbs.			
Quantity on board							H. P. Engine	Thro' the water	Draught for'd
Quantity expended since Noon yesterday							Intermed.	By Propeller	" aft
Remaining on board							L. P. Engine	Slip, per cent	Days out
							Total	Speed, per hour	Distance run
								" to go	" to go

Chief Engineer.

ENGINEER'S LOG BOOK

S.S. _____ from _____ towards _____

Hours	Engineer in Charge	Pressure of Steam			Vacuum	Grade of Expansion	Revolutions per Minute	Thermometer			Density of Water in Boilers		REMARKS day of 19..... State of the Weather and Sea to be noted each day.
		Boilers	Receivers					The Sea	Engine Room	Feed Water	Density of Water in Boilers		
			1st	2nd							For'd	Aft	
A. M.													
1													
2													
3													
4													
5													
6													
7													
8													
9													
10													
11													
12													
P. M.													
1													
2													
3													
4													
5													
6													
7													
8													
9													
10													
11													
12													

ENGINE STORES at Noon	COAL		ENGINE OIL	VALVE OIL	LAMP OIL	WASTE	INDICATED HORSE POWER	Distance Run in Nautical Miles since Noon Yesterday	Hours in Day h _____ m _____
	Tons	Cwts.	Gallons	Gallons	Gallons	Lbs.			
Quantity on board, _____							H. P. Engine _____	Thro' the water _____	Draught for'd _____
Quantity expended since Noon yesterday, _____							Intermed. _____	By Propeller, _____	" aft _____
Remaining on board, _____							L. P. Engine _____	Slip, per cent, _____	Days out _____
							Total _____	Speed, per hour, _____	Distance run _____
								" to go, _____	" to go _____

Chief Engineer _____

ENGINEER'S LOG BOOK

S.S. _____ from _____ towards _____

Hours	Engineer in Charge	Pressure of Steam		Vacuum	Grade of Expansion	Revolutions per Minute	Thermometer			Density of Water in Boilers		REMARKS day of..... 19..... State of the Weather and Sea to be noted each day.	
		Boilers	Receivers				The Sea	Engine Room	Feed Water	Density			
			1st							2nd	of Water		
											For'd		Aft
A. M.													
1													
2													
3													
4													
5													
6													
7													
8													
9													
10													
11													
12													
P. M.													
1													
2													
3													
4													
5													
6													
7													
8													
9													
10													
11													
12													

ENGINE STORES at Noon	COAL		ENGINE OIL	VALVE OIL	LAMP OIL	WASTE	INDICATED HORSE POWER	Distance Run in Nautical Miles since Noon Yesterday	Hours in day h _____ m _____
	Tons	Cwts.	Gallons	Gallons	Gallons	Lbs.			
Quantity on board _____							H. P. Engine _____	Thro' the water _____	Draught for'd _____
Quantity expended since Noon yesterday _____							Intermed. _____	By Propeller _____	" aft _____
Remaining on board _____							L. P. Engine _____	Slip, per cent _____	Days out _____
							Total _____	Speed, per hour _____	Distance run _____
								" to go _____	" to go _____

Chief Engineer _____

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